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COMPREHENSIVE PLAN (Phase I)

CITY OF HAINES, ALASKA



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H A I N E S C O M P R E H E N S I V E P L A N
(Phase I)

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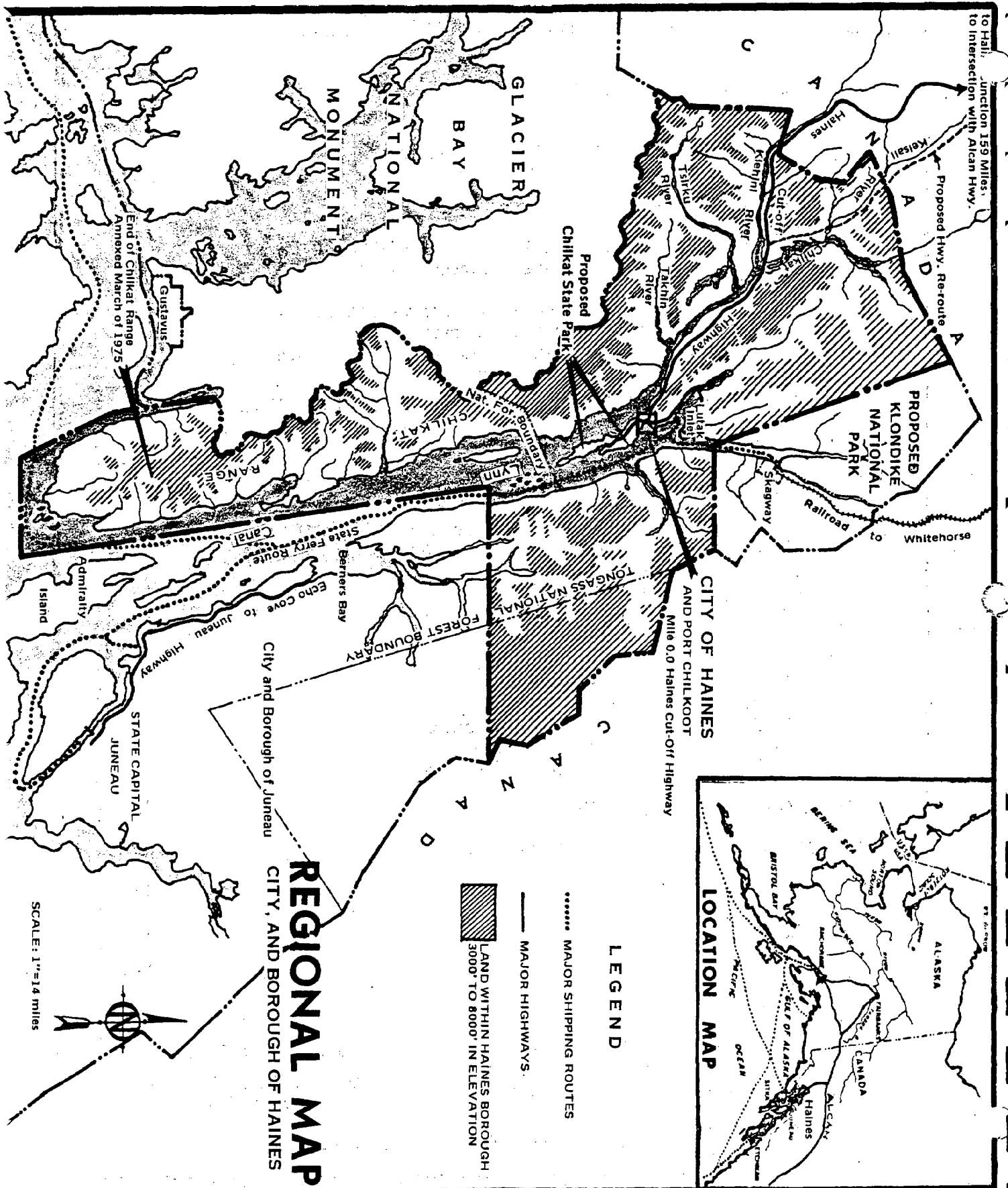
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HAINES COMPREHENSIVE PLAN (PHASE I)

INTRODUCTION

Scope

Phase I of the Haines Comprehensive Plan is basically an inventory of physical, social, economic and environmental factors which have influenced the community in the past, and will impact its future growth and development.

The planning area included within the parameters of the study varies in accordance with the significance of the subject matter to the community. While the City of Haines does not have extraterritorial planning powers, the recreational development of the Chilkat State Park, the ownership of the Lutak Inlet dock facility and the operation of the Haines Airstrip are obviously of major importance to the people of the City. Similarly, the fish processing facilities at Excursion Inlet, the development of Canada's Kluane National Park and the acceleration of hard-rock mining activity in the Yukon will significantly impact the economic potential of Haines. Thus, while the elements of the Haines Comprehensive Plan will be limited to the City and immediately adjacent areas, the factors considered in preparation of this Phase I Report and Economic Base Study will range considerably broader.

Purpose

Planning is the process of assisting elected officials in understanding the options available to them in making informed decisions in the public interest. It consists of research; analysis and evaluation; determination of goals and objectives; and development of alternative courses of action to achieve those goals.

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Haines and Port Chilkoot prepared a Comprehensive Plan with the assistance of the Alaska State Housing Authority in 1964. Since that time, the two cities have merged, the relationship of Haines to Southeast Alaska and the rest of the State has undergone a substantive change, and the economic and social change that has occurred in the intervening 12 year period combine to make that plan less useful as a guide to public decision-making.

The Alaska Department of Community and Regional Affairs is assisting the City in the development of a new comprehensive community plan. Financially aided by a grant obtained from the U.S. Department of Housing and Urban Development, this document, which comprises Phase I of the planning work program, is intended to provide the necessary data to proceed with the preparation of the plan.

The Planning Commission, encouraged by the positive response exhibited by the people of Haines, has broadened the scope of the Phase I work program to include an active citizen participation element that will develop a meaningful set of community planning goals and objectives intended to guide and facilitate the work of comprehensive plan preparation in Phase II of the project.

In short, then, it is the purpose of this Phase I Report to identify, analyze and evaluate the issues and opportunities facing the community; and to articulate the needs and desires expressed by the citizens of Haines.

I. BACKGROUND FOR PLANNING

This chapter of the plan constitutes the inventory of natural and man-made features of the planning area, and provides the factual data on which sound planning projections and recommendations can be based.

A. NATURAL ENVIRONMENT

(1) Geography

Located at Latitude 59°-12.3' North, Longitude 135°-26.7' West, Haines is in the northern part of Southeast Alaska. It is approximately 75 airline miles northwest of Juneau, and 16 miles south of Skagway. The community is situated on the Deshu Isthmus of the Chilkat Peninsula at the head of Lynn Canal in Alaska's Panhandle.

In 1970, the boundaries of Haines, the City of Port Chilkoot and some small adjacent areas were consolidated; the City of Haines now containing some 1700 acres (2.66 square miles) of area within its new limits. Haines lies within the Haines Borough, a jurisdiction covering more than 2,600 square miles in northern Southeast Alaska.

The City is nestled in a valley in that part of the Coast Mountains of the Pacific Mountain System known as the Chilkat Range, and is virtually surrounded by mountains, glaciers, inlets, fiords and spectacularly rugged terrain.

(2) Geology

The Haines area was probably covered by glacier ice several times during the Pleistocene Epoch (the time from about 2 million to

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10,000 years ago.) The presence of marine deposits several hundred feet above sea level indicates that the land has been substantially uplifted since the most recent deglaciation of the region about 10,000 years ago. The rate of uplift of the land at Haines (relative to sea level) during the past 40 years has been 2.26 centimeters (about 9/10ths of an inch) per year, and is thought to be due to rebound as a result of the absence of the weight of glacial ice.

Both bedrock and surficial deposits are present in the area. The exposed bedrock consists of metamorphic (metabasalt and pyroxenite) rock, and igneous rocks which include diorite and tonalite (quartz diorite). The surficial deposits range from drift, outwash and ice-contact deposits, to Chilkat River delta deposits and man-made fill.

Chilkat, Chilkoot and Lutak Inlets are deep, glacially scoured fiords. East of Haines, Chilkoot Inlet reaches depths exceeding 50 fathoms (300 feet). Portage Cove slopes gently from shore to a depth of about 50 fathoms, while Chilkat Inlet depths range from shoaling water in McClellan flats to over 100 fathoms (600 feet) near Seduction Point at the south end of the Chilkat Peninsula.

Most of the built-up area of Haines has been constructed on an elevated beach whose crestline roughly parallels part of the present shore of Portage Cove. Deposits of this former beach extend from an altitude of about 150 feet near the mountain front at the north edge of the City to about 60 feet elevation between Haines and Port Chilkoot. Fifteen feet of clean-bedded mixed sand and gravel with some cobbles and a few boulders are exposed in the northern part of Haines. The beach deposit on which Haines is built

indicate that the land built up as a spit during emergence, when shorelines parallel to the mountain front north of Haines were developing. If this interpretation is correct, it would indicate that there was a water connection between Chilkoot and Chilkat Inlets, and that the present Chilkat Peninsula was an island at that time.

Haines lies in the circum-Pacific earthquake belt; one of the world's greatest zones of seismic activity. Although it is not yet possible to scientifically predict the occurrence of destructive earthquakes or their probable characteristics, there are indicators by which the degree of likelihood may be estimated:

- (a) the seismicity or historical record of earthquakes in a region or area.
- (b) the degree of tectonic activity of the region or area, as indicated chiefly by the recency of fault movement.

There are no recorded epicenters of earthquakes within the Haines area itself. The closest epicenter for any earthquake of magnitude 6 or greater is about 30 miles northwest of Haines in the Chilkat River valley. This earthquake occurred March 9, 1952, and had a magnitude of 6. Epicenters of only 12 other earthquakes are recorded as being within about 50 miles of Haines. Magnitudes for these earthquakes were less than 5 or were not computed. Thirty nine earthquakes within 100 miles of Haines have been instrumentally recorded. One of these, the Lituya earthquake of July 10, 1958, had a magnitude of 8, one had a magnitude of 6, six had magnitudes between 5 and 6, and 31 had magnitudes less than 5 or were not computed. Felt earthquakes reported in the Haines area have ranged from slight tremors to severe shocks.

Although there are a substantial number of faults in the northern

Panhandle, those associated with the Fairweather - Queen Charlotte Islands fault system and the connecting Chugach - St. Elias fault appear to be more tectonically active than do the faults in the Haines area. The number of earthquakes related to the Shagwak Valley, Chilkat River, Lynn Canal, Chatham Strait segments of the Denali fault system is small as compared to the number along the aforementioned systems.

While it is not possible to assess with any great degree of precision the earthquake probability of the Haines area, it must be remembered that the area is in the second most seismically active region in Alaska, and that the region constitutes a part of the highly active circum-Pacific seismic belt where earthquakes of magnitude 8 or greater have occurred. The Haines area may well have a greater earthquake probability than that indicated solely by the historic seismic record. The possibility of an earthquake as great as magnitude 8 in the general area of Haines cannot be ruled out. For these reasons, the placing of Haines in seismic zone 3, as assigned by the U.S. Army Corps of Engineers, seems reasonable. Moreover, it should be emphasized that intensities from fairly distant large earthquakes, such as may occur along the Fairweather-Queen Charlotte Islands fault, will be attenuated with distance from the epicenter, but still may be sufficiently high at Haines to cause damage either directly or indirectly from shaking.

(3) Topography

Haines lies within the Coast Mountains of the Pacific Mountain system. Northeast of the city, the Coast Mountains rise in scenic splendor in the vicinity of the Canadian border. The Takshanuk Mountains, with peaks nearing 6,000 feet, are located northwest

of the community; and to the southwest, the snow and glacier-clad peaks of the Chilkat Range rise to over 7,000 feet.

Haines occupies low-lying land at the northern end of the Deshu Isthmus which is at the northern end of the Chilkat Peninsula. The peninsula is bounded on the southwest by Chilkat Inlet and on the northeast by Chilkoot Inlet...both of which waterways form the northwest continuations of Lynn Canal. The Takshanuk Mountains immediately northwest of the community constitute a steep-sided ridge which rises 3,000 - 6,000 feet above the Chilkat River on the southwest and the Chilkoot River on the northeast. The Chilkat River is a broad braided stream which empties into Chilkat Inlet about 1 mile southwest of Haines. The Chilkoot River flows into Chilkoot Lake which in turn empties into Lutak Inlet; a north-westerly continuation of Chilkoot Inlet.

Steep slopes to over 1,000 feet are located in the northern part of the city, and the peak of Mt. Ripinski located 1 1/2 miles north of the Haines Airstrip looms over the town at 3,563 feet. The major part of the city, however, ranges from 40 to 80 feet above sea level.

The Chilkat River, Johnson Creek, Mink Creek, and several unnamed creeks along the southwest side of Lutak Inlet are the only significant drainage courses in the immediate area, although several small intermittent creeks drain from the mountain front northwest of Haines. Much of the low area in Haines and to the west is poorly drained.

Tidal data for Haines reduced to mean values shows mean higher high water to be 16.8 feet; mean lower low water at 0.0 feet, with extreme high water level at 22.5 feet and the estimated

lowest water level at -6.0 (six feet below mean lower low water).

(4) Soils

Much of the immediate Haines area is covered with gravelly and stony glacial deposits. Bedrock is exposed on a few steep slopes at low elevations, and in many places at higher elevations.

Very stony colluvial deposits occur on mountain footslopes in the northern part of the area, while layered silt, sand and clay deposits are found on the floodplains bordering the mouth of the Chilkat River. Peat deposits are fairly common in low-lying areas, in depressions in the uplands, and on slopes affected by seepage.

Major groupings of soil types in the area include:

- Ch and De gravelly sandy loam
- Kenai silt loam
- Lu very gravelly coarse sand
- Maybeso mucky peat
- Rough, broken land (Tolstoi complex)
- Tolstoi very stony silt loam

Together, these groupings cover about 90% of the immediate Haines area. While there are several other soil types present, (gravelly beach, Ka silty clay loam, Kenai-Su complex, Kina peat, Moose River fine sandy loam, and tidal marsh), the combined area of these occurrences total less than 10% of the planning area.

The capability grouping is a system of classification designed to show the relative suitability of soils for crops, grazing, forestry, and wildlife. It is a practical grouping based on the needs and limitations of the soils, the risk of damage to them, and their response to management. There are eight of these general classes in the system. In classes I, II, III and IV are soils that are suitable for annual or periodic cultivation of annual or short lived crops. Class I soils are those that have the widest

range of use and the least risk of damage. Classes II and III have increasingly narrow ranges of use. Class IV soils can be cultivated only under very careful management. In classes V, VI and VII are soils that normally should not be cultivated for annual or short lived crops, but that can be used for pasture, for woodland, or for plants that support or shelter wildlife. Soils in Class VIII have no agricultural value, but may be useful for watershed protection or for wildlife.

The subclass designation is based on the dominant kind of limitation. The letter symbol "e" means that the main limiting factor is risk of erosion if the plant cover is not maintained. The symbol "w" means that excess water retards plant growth or interferes with cultivation. The symbol "s" means that the soils are shallow, droughty or low in nutrients. The symbol "c" indicates that the choice of crops is limited by climatic factors. In the Haines area, the range of uses for soils is limited primarily by slope, wetness or shallow depth. For these reasons, none of the soils meet the requirements for capability classes I and II.

Kenai silt loam is the predominant soil type over about 10% of the Haines area. When present in areas of up to 12% slopes, it falls into subclass IIIe - well drained, moderately deep, medium textured soils in rolling areas. Nearly all of this soil is in native forest. Growth rates of Sitka spruce and western hemlock, the principal timber species, are estimated to be relatively rapid.

If cleared, this soil is suitable for growing all crops that are adapted to the area including vegetables, berries and hay crops. The erosion hazard is severe, but washing and gullyng can be prevented on fields if crops are planted on the countour and grasses are used in the cropping sequence. Good yields can be

expected if adequate amounts of fertilizer are applied as determined by soil tests. In addition, lime probably would be beneficial for most crops. In places, stones may interfere with cultivation unless they are removed. When slopes exceed 12%, Kenai silt loam is placed in subclass IVe because of the very severe erosion hazard.

Kina peat and Maybeso mucky peat which occupy about 5% of the area are in subclass IVw - poorly and very poorly drained peat soils on nearly level and gently sloping areas. Most of the soils in this subclass are wet during the growing season. If cleared, areas of Kina and Maybeso soils can be suitable for growing vegetables and berries, but in most places, artificial drainage would be required to remove excess water.

The remainder of the predominant soil types (Ch gravelly sandy loam, De gravelly sandy loam and Kenai silt loam on slopes exceeding 20%) are classed as well drained, shallow, gravelly soils on undulating to hilly slopes and moderately deep silty soils on moderately steep slopes (subclass VIe). Nearly all areas of these soils are forested. These soils are generally too gravelly, stony or steep for cropland. If cleared, they should be seeded to perennial grass to prevent erosion.

Subclass VIw - poorly drained, nearly level soils and land types, and complex areas with both well drained and poorly drained soils, is the description and classification for Ka silty clay loam, Kenai-Su complex, Moose River fine sandy loam and tidal marsh.

Most of the soils in the Haines area have features that limit or restrict their use for certain types of development. The Tolstoi soils, which are extensive on uplands, are very severely limited

for most kinds of construction or development because of steep gradients, shallow depth to bedrock, and the presence of many large stones and boulders. In some areas, these soils are in a complex pattern with rough broken land, which is usually too steep and rocky for most uses.

The Ch, De, and Kenai soils with gradients of less than 12% are generally the most suitable in the area for building sites, roads and similar uses. All of these soils, however, have slowly permeable subsoils or substrata that may restrict or severely limit their use for septic tank filter fields. The De soils are further limited for development by wetness, which is caused mainly by seepage from higher areas. In most places these soils can be drained by constructing open ditches designed to intercept and divert seep water and runoff.

All of the soils in the area, except for the Ch and Tolstoi series are highly susceptible to frost heaving.

The Kina and Maybeso soils consist of peaty and mucky materials, are very poorly drained, and are generally unsuitable for road or buildings unless the organic materials are removed and the areas artificially drained.

(5) Hydrology

Surface water is water moving in streams or stored in lakes and glaciers. In the Haines area, surface water consists of the Chilkat River and its tributaries, a few small streams that flow into Chilkat and Chilkoot Inlets, and Lily Lake. Haska Creek, located across McClellan Flats from Kaskulu Point, is one of the few significant stream flows in the area which is free of glacial flour.

Ground water is defined as water that fills openings in the rocks of the earth's crust, and thus forms a saturated zone. Where ground water is unconfined, the water table is free to move upward or downward as water is added to or removed from the zone of saturation. Where ground water is confined by overlying less permeable materials, water rises in wells that penetrate the confining stratum and may even flow from the well.

Surface water from streams, although abundant in the summer, is not readily available as a year-round source of water, as most of the small springs and streams cease flowing during the cold winter months when snow melt ceases to be a source.

Ground water availability is limited in the Haines area due to the close proximity of bedrock underlying most of the area, the potential of salt water intrusion, and the drainage water from muskeg areas.

Lily Lake, a 32 acre lake located on the northern part of the Chilkat Peninsula, has been determined by several technical and engineering studies to be the best year-round source of potable water for Haines.

(6) Climate

The climate at Haines, as in most of Southeast Alaska, is dominated principally by maritime influences. Although the prevailing wind direction during the winter months is from the west, bringing extremely cold air down from the St. Elias Mountains, the impact of these frigid air masses is moderated substantially by the effects of the Lynn Canal and its warming influence. The combination of these occurrences does, however, result in heavy snowfall, averaging over 125 inches for the five coldest months (November through March).

Frost-free days average about 140 per year. Haines extreme recorded

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temperatures range from a high of 91° (F) occurring in June, to a record low in December of -17° (F).

The following climatological summary for Haines is based on Weather Bureau information covering 46 years of recorded data:

TEMPERATURE							PRECIPITATION			
MEANS				EXTREMES			TOTAL		SNOW & SLEET	
Month	Daily maximum	Daily minimum	Monthly	Record highest	Record lowest	Mean degree days	Mean total	Maximum monthly	Mean total	Maximum monthly
JAN	29.1	17.3	23.2	54	-15	1296	6.61	15.99	34.8	94.4
FEB	31.1	19.7	25.4	53	-16	1109	4.10	9.14	21.9	70.0
MAR	37.6	25.5	31.6	63	- 6	1035	4.75	11.55	17.9	68.1
APR	46.7	31.8	39.3	72	6	771	3.40	6.95	3.0	14.0
MAY	56.8	39.9	48.4	83	24	515	2.12	4.08	0.4	10.6
JUN	64.3	46.2	55.3	91	30	291	1.43	3.91	0.0	0.0
JUL	65.5	49.7	57.6	90	35	229	1.94	5.49	0.0	0.0
AUG	63.0	48.2	56.1	86	32	276	2.75	5.76	0.0	0.0
SEP	57.0	43.4	50.2	76	24	444	6.38	13.93	T	T
OCT	46.4	35.9	41.2	65	8	738	11.63	20.37	4.0	19.5
NOV	36.2	26.3	31.3	58	-11	1011	8.60	17.47	19.9	90.5
DEC	30.1	19.8	25.0	57	-17	1240	6.93	16.68	30.7	67.5
Year	47.1	33.6	40.4	91	-17	8955	60.64	20.37	132.6	94.4

The prevailing wind direction from November through March is from the west. Prevailing direction for all other months is from the southeast except for September when it is from the south-southeast.

(7) Vegetation

The natural vegetative cover in the Haines area consists of forest, bush, and alpine tundra.

Sitka Spruce and Western Hemlock are the predominant species that make up much of the forest, with concentrations of cottonwood near the Davidson Glacier, and some hardwood species (primarily birch) found on well-drained slopes above the spruce forests.

Muskeg, frequently several feet deep, forms an organic mat in much of the low-lying areas.

Above 3,000 feet altitude, alpine tundra is the only vegetation found, while the areas below that level abound with the alder, dwarf maple, willow, berry bushes and devil club that form a dense underbrush in the forested areas.

(8) Fish and Wildlife

Goats, whose numbers are estimated at more than 2,500, are present throughout the high country surrounding Haines. These vegetarians move down the mountain slopes as winter snows accumulate, and are frequently found in the valleys during the winter seeking food and shelter.

The Haines moose population, which according to local hunters has been declining steadily for the past 5 or 6 years, is a relatively recent phenomenon; the moose first being sighted in the area after

the construction (during World War II) of the Haines Cutoff Highway.

Wolves, common to Southeast Alaska, are estimated to number 50 in the area. Black bear is the most plentiful big game animal, numbering over 4,500 while brown bears are somewhat rarer with about 300 residing in the area. Moose and bear habitat includes most of the Chilkat Peninsula, and the valley and slopes adjacent to Chilkat Inlet and extending along both sides of the Chilkat River, as well as the shores of Lutak Inlet.

Waterfowl, including many species of ducks and geese, are common in the Chilkat River area, Chilkoot River and Lake, Lutak Inlet and Taiyasanka Harbor.

The Chilkat River is a major chum salmon spawning stream. Spawning of Dolly Varden; sockeye, coho, chum and pink salmon occurs also in the Chilkoot River. The Glory Hole, a clear water spring located at the northwest end of Chilkoot Lake provides a superb view of spawning sockeye (red) salmon.

Eulachon are found in the Chilkat River. Sport fishing is good throughout the area; the more popular locations including Letnikof Cove, Lutak Inlet, Chilkoot Lake and the outlet, Chilkat Inlet, Mosquito Lake and Chilkat Lake (4 miles south of Klukwan). Herman Lake boasts a substantial population of freshwater shrimp.

(9) Mineral Resources

The metallic minerals in the general area include gold, iron and titanium, copper, zinc, lead and silver.

Gold; particularly large amounts of "flour" gold is present in the Porcupine district, while massive low grade iron and titanium deposits

are known to be located near Klukwan. Magnetic disturbance observed from the tip of the Chilkat Peninsula to Mt. Ripinski, and further diamond core drilling investigations also indicate substantial iron ore to be present in the immediate Haines area.

Indications of copper-zinc-lead-silver prospects have been observed near Mt. Kashagnak, about 10 miles northwest of Haines, and at Sullivan Mountain located 4 miles south of Glacier Point.

The most common non-metallic mineral resource is sand and gravel, which is abundant in the Haines area. Coarser cobble and boulder deposits are also available in the immediate vicinity.

(10) Geophysical Hazards

The four geophysical hazards most common in Southeast Alaska are flooding (both coastal and stream), mass wastage (rock and/or mud slides), snow avalanche, and earthquakes.

Due to the physical location of Haines, the community is relatively free of flooding, slide or avalanche dangers, although construction activity on the slopes north of the city center has caused some local drainage problems.

Earthquakes, along with tsunamis, seiches, and associated abnormal water wave activity constitute the major geophysical hazard to which Haines is exposed.

The area is designated by the U.S. Army Corps of Engineers as being in Seismic Zone 3...a zone where the largest expectable earthquakes would have magnitudes greater than 6.0, and where major damage to manmade structures could be expected. Strongest ground vibration (shaking) as a result of an earthquake could be expected to occur

on manmade fills; specifically the Haines Airstrip, Alaska Department of Highways shops near Kaskulu Point, and the Lutak dry cargo dock area. Settlement of the ground surface due to shaking could cause damage in the Haines area to roadbeds, buildings and other facilities whose foundations are wholly or partly on filled land.

Because of the location of Haines on a long and complex fiord system of varying depth and configuration, it is not possible to predict with any certainty the height of wave runup and resultant damage at Haines in the event of an earthquake-caused tsunami or seiche, but it seems reasonable to assume that Haines has a fairly high potential for damage from earthquake or earthslide-induced waves, particularly if such a wave were to arrive during a period of high tide.

The flood of September, 1967, caused by exceptionally heavy rainfall, damaged the road system extensively. Lutak Road, Mud Bay Road, and a 35 mile stretch of the Haines Cutoff Highway northwest of Haines were most affected; although Klukwan was in extreme danger of inundation from a creek at Mile 23 which dumped mud and rocks all around the village.

Rock, mud and snowslides are not a serious threat to the occupied areas of the community, although there is potential for damaging water waves generated by rockslides moving down steep fiord walls such as are present at Taiyasanka Harbor.

B. MAN-MADE ENVIRONMENT

(1) History

The time of arrival of the Tlingit people in the Haines area is lost in antiquity, but the earliest forays by non-Natives into the region reported the Chilkats as having a thriving and productive society in existence, with villages in Klukwan, in Chilkoot, and along the Chilkat delta. In addition to the ample availability of fish, game, berries and other subsistence resources, the Tlingits had, by the mid-1800's, already established an extremely profitable trading business with the Athabascan Indians of the Yukon and interior Alaska. In 1852, concerned by the threat of possible competition for this trade, a party of Chilkats raided and destroyed the Hudson's Bay Post at Fort Selkirk in the Yukon.

After receiving permission from the Tlingit chiefs to occupy the crossroads area known as Da-shu on the shore of Portage Cove, John Muir and S. Hall Young, at the request of Dr. Sheldon Jackson, marked off the site for a mission to serve the Native people of the area. The arrival of Presbyterian missionaries in 1881, the re-naming of Da-shu to Haines, and the establishment of a U.S. Post Office in 1882 were the beginnings of the Haines community in the form that we know it today.

The Presbyterian Mission played an important and continuing role in the development of the community. The federal government and the mission worked closely to provide educational and boarding facilities. Following construction by the Bureau of Indian Affairs of a new school in 1907, the Presbyterian Board of Missions operated a hospital, and later an orphanage, on the site until 1960. A recent gift to the community by the Presbyterian Church is the tract of land on the original Mission property which will serve as the site of the Museum.

Although salmon canneries were already active in the 1890's, the gold strike in the Klondike in 1896, and the use of the Dalton Trail along the traditional Chilkat Indian trail firmly established Haines as an important terminal point for prospectors and supplies. In 1898, gold was discovered at Porcupine Creek, 36 miles from Haines, and the population growth of the area accelerated.

The establishment of Fort William Henry Seward south of Haines in 1903 further stimulated the growth of the community, and the 1910 federal decennial census counted 445 persons in Haines, 255 at the new army installation, 245 in the ancestral Tlingit village of Klukwan, and 82 rural settlers. At this time, there were several large farms in the area producing a good variety of vegetables which were sold not only in Haines and at the Post, but were shipped to Skagway, Juneau, Sitka, and even to Seattle. Dairy cattle, goat herds and a few beef cattle rounded out the agricultural activity.

Encouraged by the economic stability, and expressing a desire for better schools and community services, the people of Haines voted overwhelmingly to incorporate the City on January 6, 1910.

Copper was being mined in the area, and there were plans drafted and surveys made for a railroad to the interior of Alaska via the Chilkat Valley, but this project fell through when a government railroad was built through Seward. Although some gold-mining effort continued in the Porcupine Creek area until the mid-thirties, major activities ceased in 1916. The loss of these sources of employment and the gradual decline of the economic importance of the salmon fishery, along with the consolidation of cannery facilities in more economical locations, had a negative impact on the population, and by 1920, the official count showed a 30% decline from the 1910 figure of 1,027.

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The World War II years saw the deactivation of Chilkoot Barracks (formerly Ft. William H. Seward), and a massive construction effort in connecting Haines to the new Alcan Highway via the Haines Cutoff. Following the war, a group of veterans purchased the Army reservation, renamed it Port Chilkoot, and moved to incorporate as a City.

Ferry service linking Haines with Skagway and Juneau was begun by one of those veterans in 1948 with the converted landing craft M/V Chilkoot, and in 1954 was improved by the new Territorial ferry M/V Chilkat. Transportation and construction thrived in this post-war period as the Army built the pipeline to Fairbanks, the Tank Farm, and the large cargo dock installation at Lutak Inlet.

The '60's saw the timber industry flourish in Haines, and the Schnabel Lumber Company, which had started in 1939, became a major factor in the Haines economy.

The advent of Statehood in 1959, and the foresight of the young state in its construction of a fleet of 500-passenger vessels plying the Inside Passage stimulated a new industry; tourism. The opening of the Haines Cutoff Highway to year-round travel added to the potential of this sector of the economy:

Port Chilkoot became an integral part of the City of Haines in 1970; and in 1972 the old Army Post was designated as a National Historic Site, and again became Fort William H. Seward.

The closing of the tank farm facility in 1971 seemed to trigger a series of economic setbacks for Haines which has persisted throughout the early '70's. Declines in the salmon fishery and the depressed state of the timber industry have seriously limited the range of job opportunities available to local people.

In 1975, the State Legislature authorized the development of Chilkat State Park south of Haines. Also in 1975, Congress authorized funds to pave the Haines Cutoff Highway. It is hoped that implementation of these legislative actions, along with the improving economic picture in Alaska as a result of petroleum development will inure to the benefit of the people of Haines.

(2) Land Use

Note: - The "overall planning area" in this study includes all of the Chilkat Peninsula, Lutak Inlet, Taiyasanka Harbor, Chilkoot Lake, and about 67 square miles of land (including the Rainbow and Davidson Glaciers) lying southwest of McClellan Flats and the Chilkat Inlet. The "Haines Community Planning Area" covers the area (including the Small Tract subdivision) of the Chilkat Peninsula within a mile of the southern city limit; and about 1.3 square miles of land west of the city.

The data regarding land use and land status reported herein will thus be divided into three parts; (a) within city limits; (b) outside city limits; and (c) overall planning area. The data reported for each "unit" is mutually exclusive; that is, the land area for the overall planning area does not include the area within the Haines community planning area. Likewise, the number of dwelling units reported for the Haines community planning area does not include those located within the city limits.

Due to the differing intensity of land use in each of the units, data regarding uses and ownership within the city limits is quite detailed, while that for the community planning area (outside city limits) is reported less specifically. The overall planning area, little of which is in private ownership, is covered in very general terms.

(a) within city limits - 1,700 acres (2.66 square miles) of area is within the boundaries of the City of Haines. Of this total area, 156.9 acres is water area in Portage Cove, and 97.0 acres is tidelands. Upland area totals 1,446.1 acres (2.26 square miles).

Vacant land occupies 1,126.2 acres, or 77.9% of the total uplands area, although about 250 acres of the presently vacant property is felt to be too steep for beneficial development. Deducting that acreage from the total vacant land indicates that over 877 acres of land is vacant and available for development.

Street, road and highway rights-of-way occupy 133.5 acres, or 9.2% of the upland area.

Single family residential is the dominant private use of land in the City at this time, with 195 dwelling units utilizing 64.6 acres of land, or about 35% of the land presently developed.

Recreation and open space uses including parks, trails, school playgrounds, Parade Grounds at Port Chilkoot, State Fairgrounds, and the open space at the Presbyterian Mission, amounts to 35.7 acres, or about 19% of the presently utilized land.

Light industrial and storage uses account for 27 buildings on 21.0 acres of land. The 38 commercial buildings in the City occupy 13.4 acres of land, which is equivalent to a little over 7% of present land utilization.

Mobilehome parks, of which 4 are located in Haines, use 12.0 acres (6%) of the developed land to accomodate 65 mobilehome dwelling units; while 10 individual mobilehomes (not in mobilehome parks) use 2.1 acres, or just over 1% of the land presently in use.

The 7 gravel and rock quarry areas utilize 11.0 acres of land, while heavy industrial use, involving 18 structures, occupies 7.5 acres in the City. Together, these uses account for just under 10% of the developed land area.

The 20 multiple family residential buildings contain 77 dwelling units, and occupy almost 4% (7.0 acres) of the city's built-up land.

Churches and quasi-public facilities, including the ANB-ANS Building, occupy 13 buildings on 6.5 acres of land, or a little over 3% of the developed area.

Public facilities, which include schools, public safety buildings, library, Customs station, public works shops and the Post Office, use 15 buildings which occupy 5.6 acres of land.

Residential uses, including single and multiple-family conventional buildings, individual mobilehomes, and mobilehomes located within parks, total 349 dwelling units, and occupy 85.7 acres of land, or almost 46% of the developed property in Haines.

Note: - The table on pages 26 and 27 details the relationship between land use and land status in the City.

(b) outside of city - The Haines community planning area covers several areas of fairly intensive land use not within the corporate limits of the City of Haines. These areas contain a total of 2.5 square miles, or 1,625 acres.

Single family residential use includes 66 dwelling units on 85 acres of land. There are 5 mobilehomes, occupying 6 acres, and a 4 unit apartment building on 1 acre of land.

1 commercial building is located on 1/2 acre, and another 1/2 acre is used for a light industrial/storage purpose. 41.5 acres is devoted to heavy industrial use (Alaska Forest Products).

5 public facilities utilize 20 acres, while rights-of-way use 63 acres, and a State recreation area occupies 7 acres.

Just under 225 acres, or about 14% of the 1,625 acre total land area in the community planning area is presently in active use. Of the 1,400 acres of vacant land, a little over 350 acres is felt to be located on slopes too steep for normal development practices.

(c) overall planning area - The overall planning area contains 101,169 acres, or 158 square miles of land area.

175 acres, including 20 acres of fishing camps, is currently in use for residential purposes. Industrial use, including Schnabel Lumber, the Lutak dry cargo dock, the tank farm, and 85 acres of rock and gravel quarry, presently utilizes about 210 acres.

Public Facilities, including the Haines Airstrip and 2 cemetery sites make use of 40 acres; while recreational/open space uses (which are interpreted as including the proposed Chilkat State Park and the federal Lighthouse Reservation as well as the State-operated Chilkoot Lake Recreation Area) occupy 5,745 acres of land area.

The land presently in use makes up barely 6% of the total land in the overall planning area, leaving over 148 square miles undeveloped.

(3) Land Status

(a) within city limits - To achieve a full understanding of land use potential in a community, it is necessary to determine the

nature of ownership of the land as well as the present uses. In the case of Haines, this study reveals a high percentage of private land within the city limits.

978 acres (67.6%) of the 1,446.1 acres of upland area in the City is privately owned, although only 12.8% (124.8 acres) is presently in use.

Unlike the land tenure situation in many Alaskan communities, the federal government controls only the 0.6 acres on which the U.S. Customs station is built.

The State of Alaska, exclusive of highway rights-of-way, controls 243.7 acres; of which 70.9 acres is presently in use. The local governments (City and Borough) are the owners of 117 acres, including 69.7 acres of street rights-of-way, and are presently utilizing 87.3 acres, or 74.4% of this land.

The remainder of the land in the City is exempt from taxation by reason of its ownership; either by religious organizations (32.95 acres), or in the form of Native Allotments which total 10.05 acres. Virtually all of the Church holdings are presently in use, while about 50% of the Native holdings are developed.

(b) outside of city - In the Haines community planning area, land status research reveals more governmental ownership than in the City, but still indicates quite substantial private ownership.

967 acres, or 59.5% of the total of 1,625 acres is privately controlled, while 40 acres (2.4%) is devoted to Native allotments.

The land tenure survey shows that the remainder of the land is in

LAND USE LAND OWNERSHIP	PRIVATE	LOCAL GOVERNMENT	STATE GOVERNMENT	FEDERAL GOVERNMENT	QUASI-PUBLIC (EXEMPT)	NATIVE ALLOTMENTS (EXEMPT)	TOTALS
SINGLE FAMILY RESIDENTIAL no. of dwelling units acreage in use	165 60.0					27 4.6	197 units ¹ 64.6 acres
SINGLE FAMILY RESIDENTIAL (MOBILEHOMES) number of units acreage in use	10 2.1						10 units 2.1 acres
MULTIPLE FAMILY RESIDENTIAL buildings dwelling units acreage in use	20 77 7.0						20 bldgs. 77 units 7.0 acres
MOBILEHOME PARKS number of parks number of units acreage in use	4 65 12.0						4 parks 65 units 12.0 acres
COMMERCIAL buildings acreage in use	38 13.4						38 bldgs. 13.4 acres
LIGHT INDUSTRIAL AND STORAGE buildings acreage in use	22 11.6	2 3.0	3 6.4				27 bldgs. 21.0 acres
HEAVY INDUSTRIAL structures acreage in use	18 7.5						18 struct. 7.5 acres
CHURCH AND QUASI-PUBLIC FACILITIES buildings acreage in use					12 6.0	1 .5	13 bldgs. 6.5 acres

RECREATION AND OPEN SPACE number of areas acreage in use	2 10.0	1 0.7	3 25.0	6 areas 35.7 acres
GRAVEL AND ROCK QUARRIES number of areas acreage in use	7 11.0			7 areas 11.0 acres
ROAD & HIGHWAY RIGHTS-OF-WAY acreage in use	69.7	63.8		133.5 acres
PUBLIC FACILITIES no. of buildings acreage in use	12. .24 853.2	1 .6 -0-	1 .12 1.8	15 bldgs. 5.6 acres 1,126.2 acres
VACANT LAND				
TOTAL LAND AVAILABLE acreage (by owner)	978	307.5	32.95	1,446.1 A.
LAND NOW IN USE acreage	124.8	70.9	31.12	319.9 A.
PERCENT OF LAND IN USE	12.8%	23.1%	94.4%	22.1%

1. includes 5 dwelling units located in same building as commercial use
2. U.S. Post Office located in leased building

governmental ownership, with 91 acres (5.6%) controlled by the City of Haines, 338 acres or 20.8% in State ownership, and 190 acres, or 11.7% retained in federal ownership.

(c) overall planning area - In the large (101,169 acre) planning area which adjoins the Haines community, land tenure is more typical of rural Alaska, with only 3% (3,155 acres) of the land in private ownership. All of the 84,464 acres of Public Domain Land has been selected by the State of Alaska under the Statehood Act selection provisions, and is shown on the Bureau of Land Management Status Plats as having been "Tentatively Approved" for transfer to State ownership. (Prior to the passage of the Alaska Native Claims Settlement Act on December 18, 1971 (P.L.92-203), Tentative Approval (TA) was considered tantamount to ownership. The Claims Settlement Act, however, conveyed certain selection rights to qualified Native groups on TA'd lands, and it is reasonable to assume that the status of this land will eventually be quite different from that reported here.)

12,290 acres, or about 12% of the land has already been transferred to the State, and is currently shown as State Patented land. 480 acres are in Native Allotments, and 780 acres are devoted to federal facilities including the tank farm and POL facility, the Lutak dry cargo dock, and the Lighthouse Reservation at the north end of the Chilkat Peninsula.

(4) Housing

A survey was conducted in May, 1976 to ascertain the structural condition and general liveability of the 349 dwelling units within the city limits.

The housing inventory shows 197 single family residential units (including 5 units located above commercially-used space in business buildings); 77 dwelling units located in 20 separate multiple dwelling structures, and 75 mobilehome units.

Three classifications were used in compiling the survey:

1. Standard - housing that ranges from adequate to excellent, including modern or well-maintained older buildings that appear to comply generally with the provisions of the Uniform Building Code.
2. Substandard - housing that is habitable, but deteriorated beyond upgrading to standard without a large investment which may exceed the value of the structure.
3. Uninhabitable - housing that is beyond repair, and constitutes a hazard to other structures and/or a nuisance to a neighborhood.

Of the total (349) dwelling units, the survey revealed the following data:

<u>Condition</u>	<u>Number of Units</u>	<u>Percent of Total Units</u>
Standard	255	73.1
Substandard	79	22.6
Uninhabitable	15	4.3
	349	TOTALS
		100.0

Single family residential units constitute about 57% of the total housing inventory. Of the 197 single family units, 83.7% (163) are in standard condition, with 25 houses shown as substandard, and 9 units, or 4.5% in uninhabitable condition.

The 77 dwelling units in multiple family structures make up 22% of the inventory. 51 units, or 66.2% of these units are in standard condition, while 22 (28.5%) were classed as substandard. The one building containing 4 units considered uninhabitable is not occupied at this time.

Of the 75 mobilehomes in the City, 41 (54.7%) were found to be in standard condition, 32 (42.7%) substandard, and only 2 units (2.6%) were felt to be uninhabitable. Mobilehome housing in Haines constitutes about 21% of the total housing inventory.

(5) Community Facilities and Services

(a) Local government - Local government in the Haines area consists of the two incorporated municipalities; the City of Haines, and the Haines Borough.

The City of Haines, incorporated in 1910, is a first class city governed by an elected Mayor and an elected Common Council of 6 members. A City Administrator is employed to act as chief of staff, and to assist with detailed administrative functions. The City has all powers authorized to first class municipalities in the Municipal Code (Title 29 of the Alaska Statutes).

The City's administrative offices are housed in leased space in the Gateway Building on Main Street between 2nd and 3rd Avenues. 1,060 square feet of second floor area is utilized by the City Administrator's Office, the City Clerk's Office, the Treasurer's Office, and a conference and map room that serves as the Council Chambers. The building, owned by the Lynn Canal Corporation of Haines, was built in 1954 of cast-in-place concrete construction, and is in good condition. Five off-street parking spaces are

available on the property behind the building adjacent to the alley.

The Haines Borough, incorporated in 1968, is the only third class borough in Alaska. The elected Borough Assembly serves also as the School Board, and the primary function of the governmental unit is to provide the local financial support and administration for the school system. The Borough Mayor is also President of the School Board, and the functions of the Borough include assessment and collection of taxes for school purposes.

The Borough also leases space on the second floor of the Gateway Building, using 700 square feet to house the Borough Clerk, the Borough Assessor's Office, and a conference and meeting room sometimes used for Assembly meetings.

(b) Water and sewer utilities and public works - The principal water supply for the City of Haines is from Lily Lake located at an elevation of about 600 feet above sea level in the high country south of the City on the Chilkat Peninsula. A new ductile iron supply line 15,000 feet in length brings water from the lake to the Port Chilkoot water tower. The 1,500 square foot concrete block Water Treatment Plant was constructed in 1975 on a 5 acre site 1/2 mile south of the city, and utilizes three filters capable of treating 200,000 gallons per day to the appropriate standards for potable water.

The original 4,500 feet of 6 inch cast iron water mains in Port Chilkoot were constructed in 1906, and have since been supplemented with additional steel and transite mains. The Haines townsite system, constructed in 1951, includes 14,000 feet of 6 inch transite mains, while another 6,000 feet of 6 inch transite serves several subdivision developments north of town. This system

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was supplemented in 1975 when 8,000 feet of 6 inch p.v.c. distribution supply lines were constructed.

Fire hydrants are located on the mains throughout the City. A permanent easement 30 feet wide has been acquired for maintenance of the supply main from Lily Lake, and for the site of the treatment plant. There are currently 320 hookups to the Haines water system.

The sewage treatment plant is located on a 15 acre City-owned parcel of land across the Haines Highway from the U.S. Customs station, and adjacent to the State Fairgrounds. A 150 ft. by 300 ft. site houses the 1,200 square foot structure built in 1975 which includes a complete laboratory, a sludge dewatering system, and a digester and treatment plant with a 300,000 gallon per day capacity. The plant, which provides primary and secondary treatment to sewage collected currently from 350 customers, is a modern facility utilizing a treatment technology designed to bring the effluent, which is discharged into tidewater in Portage Cove, to state and federal standards.

Also constructed in 1975 were 80 new manholes and 27,000 lineal feet of 8 inch p.v.c. sewer mains, two major lift stations with 2,250 feet of force main, and a 4,500 foot outfall line.

The original Port Chilkoot sewer system, like the water system, was constructed in 1906, and included 5,000 feet of terra cotta (clay) pipe and 14 hand-laid brick manholes. The system in the Haines townsite was constructed in 1951, and consisted of 14,500 feet of concrete mains and 33 manholes. North of the townsite, privately constructed sewer mains consist of 4,500 feet of 6-inch transite main and 5 manholes.

In addition to the water and sewer utilities, the Haines Public Works Department is responsible for maintenance and construction of roads, parks, cemeteries, drainage improvements and the small boat harbor; as well as vehicular maintenance and overhaul for all City departments.

Public works facilities are located on Union Street between 5th and 6th Avenues on each side of the street. A building and lot located at 4th Avenue and Main Street have been declared surplus to the Department's needs. The 2.27 acre parcel on the north side of Union Street is used as a storage and equipment yard, and has a 400 square foot storage shed built in the 1950's. The 150' x 250' parcel on the south side of Union Street has the main maintenance shop which is contained in a 3,575 square foot metal building. The parcel is also used for equipment parking and storage.

(c) Electric utility - Electric power is supplied in the Haines area by the Haines Light and Power Company, a privately owned utility located on the south side of Dalton Street between 2nd and 3rd Avenues. The company is owned by George Schnabel of Haines. The power plant is on a 150' x 150' parcel of land, and is in a reinforced concrete building first built in 1932. An addition to the plant constructed in 1956 makes up part of the 3,400 square feet currently in use.

Peak load capacity of 3,500 KW is produced by 7 diesel electric generators. The utility serves electrical power to the entire Haines community with distribution lines extending as far as the Schnabel Mill on Lutak Road; 3 Mile on the Haines Highway, and 2 miles south of the City to serve the Small Tracts and Mud Bay Road area. There are presently 519 service connections served by the 28 miles of transmission lines.

The Schnabel Lumber Company mill has its own diesel generators, and at times is able to feed excess power back into the town plant.

(d) Solid waste - Garbage and solid wastes are disposed of on a new 10 acre sanitary landfill site located about a mile south of the Haines city limit.

The landfill operation as well as the refuse collection is conducted by a private operator, Haines Sanitation Company, as a City-franchised utility. The equipment used in the solid waste collection and disposal operation includes a compactor truck, a D-4 Caterpillar tractor and a loader, all owned by the private contractor.

Full refuse collection service is provided to the entire populated portion of the Borough including the State Parks and Alaska Marine Highway facility at Lutak Inlet. A vehicle disposal area is being developed at the landfill site.

(e) Library - The Haines Public Library is located on a 50' x 100' lot on 3rd Avenue between Main Street and the Haines Highway. The facility is housed in a 1,750 square foot wood frame building constructed in 1958. The structure is in good condition, and there is off-street parking space for 4 vehicles on the site.

The Haines Borough owns the land on which the library stands, but the building itself is owned by the Haines Women's Club, which operates the facility.

The Haines borough, as part of its educational responsibility, funds the librarian, and acquisition of new books to add to the 10,000 volume collection currently available. The library provides

a lending service to the community, and has seating space for about fifteen persons in the building. Additional book acquisition is available through the Inter-library Loan Service of the State Library in Juneau.

(f) Museum - The Sheldon Museum is presently located on Main Street between 2nd and 3rd Avenues in 2,400 square feet of leased space on the second floor of the Howser and Hyatt Building; a concrete block structure built in 1974.

The museum houses the Sheldon Collection which consists of 300 historical publications; many items of the gold rush period; 500 items of traditional Tlingit Native arts and crafts, and historic photographs depicting Native and non-Native cultural development in the Haines area in the period 1880-1930.

The museum is owned by the Chilkat Valley Historical Society, and is operated by its Curator and 6 part-time volunteers.

(g) Public safety - The important function of public safety in the Haines area is shared by city, state and federal agencies. The Haines Police Department and the Alaska State Troopers are the law enforcement agencies, and there is a Magistrate, whose Court is similar to a District Court in the Alaska Judicial System. The State also maintains a Probation Office in Haines. Because of the proximity of Haines to the Canadian border, a station is staffed by U.S. Customs Service and U.S. Immigration and Naturalization Service officers. Fire protection services are the responsibility of the Haines Fire Department.

[1] Haines Police Department - this function is headquartered in a 450 square foot reinforced concrete building constructed

in the 1950's which contains a minimal jail facility in addition to two office spaces. Off-street parking space is available for 4 vehicles on the site located on 2nd Avenue between Main and Dalton Streets.

The department, which consists of the Chief of Police and two Patrolmen, provides full law enforcement coverage to the City, and cooperates closely with the other public safety organizations.

[2] Alaska State Troopers - The Troopers are headquartered in 450 square feet of leased space in the Howser and Hyatt Building on Main Street between 2nd and 3rd Avenues.

The office, which consists of 1 Trooper, 1 Fish and Game Enforcement Officer, and a full-time secretary, serves the Haines and Skagway region of Southeast Alaska in a law enforcement capacity as well as providing motor vehicle licensing services, subsistence fishing licenses, and assistance with search and rescue operations. The station is well equipped with communications gear which allows direct linkages with Skagway and Juneau, as well as contact with mobile units and the Highway Department.

[3] Magistrate's Court - The Magistrate, similar to the District Court in larger communities, hears misdemeanors, civil cases to \$100,000; and serves also as the local recording office, coroner, Registrar of Vital Statistics, Probate Court, and performs marriages. The Magistrate and a Court Clerk staff the office, which is located in 900 square feet of leased space in a cast-in-place concrete building located on Main Street between 2nd and 3rd Avenues. The space, which is leased from Haisler Hardware, Inc., is in good condition and provides 2 off-street parking spaces.

The space is utilized for a large courtroom, the Magistrate's office, a reception and map room, and a document reproduction room.

[4] State Probation Office - The State maintains a Probation Office in 400 square feet of leased second floor space on Main Street between 2nd and 3rd Avenues.

The office, which is staffed by a Probation Officer and a secretary, provides probation and parole services with guidance counseling for juvenile and adult offenders on probation.

[5] Federal customs and immigration services - A 400 square foot converted wood frame military structure located at the intersection of Main Street and the Haines Cutoff Highway serves to house the functions of the U.S. Customs Service of the Treasury Department, and the Immigration and Naturalization Service of the U.S. Department of Justice.

2 full time inspectors and 1 part time inspector staff the station, which serves to administer all U.S. laws and regulations regarding individuals, vehicles and materials crossing the U.S.-Canadian border. U.S. Department of Agriculture regulations with respect to foodstuffs and animals are also enforced, and records are kept on imported items and volumes of traffic by type.

The Customs Station building, first constructed in the early 1930's, is in fair condition as a result of good and timely maintenance work, and is located on a 0.6 acre site which provides space for the off-street parking of about 10 vehicles.

[6] Haines Fire Department - The equipment of the Haines Fire Department is housed in two locations; in downtown Haines on the same site as the Police Department, and on a 100' x 162' lot in Port Chilkoot on Fort Seward Drive across from the north corner of the Parade Field.

The downtown station is in a 500 square foot wood frame building constructed in 1948. The Port Chilkoot Station was constructed of wood frame in 1906, and contains 840 square feet. Both stations are owned by the City of Haines.

The fire protection function is staffed by 1 paid Fireman, and a volunteer department of 34 trained men; 1 Chief, 1 Assistant Chief, 3 Captains, 3 Lieutenants and 26 Firemen. The equipment includes 4 Engine Pump Trucks, a 1,000 gallon Fold-a-Tank, a jeep with a 300 gallon tank and pump, 2 station wagons, a modern fully-equipped ambulance and miscellaneous other equipment. Communications gear includes 25 plectron receivers, a VHF radio base station with mobile units in each vehicle, and three handsets. 10,000 feet of fire hose is available; 5,000 feet of which is held in reserve.

(h) Education - The Haines Borough School System provides educational instruction from Kindergarten through 12th grade as well as special post-secondary instruction through the University of Alaska and Sheldon Jackson College, and the Alaska Community College Vocational Education program.

All Haines Borough School facilities are located on a 16 acre site bordered by the Haines Cutoff Highway, 3rd Avenue, and Allen Road. In addition to the school buildings, the site accomodates several outdoor recreation areas that include a

100' x 100' play area with equipment for the primary children, a 2.1 acre field for elementary and junior high use which includes a baseball diamond and swings; and a full-size running track and athletic area currently under development which will serve the high school students as well as the younger students.

The Primary school is a wood frame structure built in 1969. It contains 10,000 square feet of instructional space including a multi-purpose room, and is staffed by 5 teachers and several aides and support personnel. The facility serves children from Kindergarten through 2nd grade, and is in good structural and working condition.

The Elementary school, serving pupils from 3rd through 6th grades, is housed in a wood frame building containing 28,000 square feet which was constructed in 1955. Extensive renovations were accomplished in 1974, and the elementary structure is in good condition. 11 classrooms, 2 administrative offices, a media center and a multi-purpose room serve the instructional requirements of the school which is staffed by 4 teachers, a Principal and his secretary, and support personnel including aides, physical education instruction, music instruction, other supportive services and custodial care. The Junior High School facility is contained in a wing built on to the Elementary school in 1974; and serves 7th and 8th grade students in its 16,000 square feet of space. Utilization of the space includes 7 classrooms and a gymnasium, the use of which is shared with the Elementary school. 7 teachers and the necessary support personnel serve the needs of the junior high school program. The facility is in generally excellent condition, and has space adjoining the building for off-street parking for 40 vehicles.

The new Haines High School is housed in a steel frame - precast

concrete building completed in 1974. The high school facility includes a fully equipped gymnasium in its 30,000 square feet. The modern, well-designed building has a fully equipped wood-working shop, a typing room with 17 typewriters and other business machines, a language lab with console and 12 headphone stations, a home economics room with stoves, sinks, refrigerator and sewing machines and a music room with 30 instruments and storage lockers as well as four sound insulated practice rooms. The well-equipped gymnasium boasts a full size basketball court with 4 practice baskets and electric scoreboard, and folding bleachers capable of seating almost 700 people. A media center complete with video tape equipment, movie projectors, tape and phonograph equipment and library supplements the 5 classrooms and 7 instructional areas. The Principal's staff includes 13 teachers, and the necessary aides, media center personnel, maintenance and custodial crews.

Other than the school principals and their secretaries, the administrative staff of the Borough School System consists of the Superintendent of Schools and his secretary. The overall educational program includes supervised summer recreation. School busses, serving the entire populated area of the Haines Borough, are operated on contract by Westours, Inc.

A pre-school educational facility, which also provides some day care service has served 50 children in the past year. It is located in a recently remodeled wood frame building built in the 20's on a 90' x 160' site located on View Drive and First Avenue. The City of Haines leases the facility to the Haines Pre-School, which, in addition to a volunteer assistant, is staffed with a Director/Teacher, 1 Teacher Aide, a Cook and a Custodian. The 4,000 square feet presently in use serves 24 children, and an additional room is being remodeled to bring the capacity to 36.

(i) Cultural facilities and services - While social, cultural and religious institutions of the type reported in this sub-section are generally not thought of as "community facilities" in the same sense as water and sewer utilities or public safety functions, they are an important part of the community, and contribute to the quality of life enjoyed by residents of Haines.

The Chilkat Center for the Arts is located on a 1 acre parcel of land at Tower Road and Theatre Drive in Port Chilkoot. The building, which is the equivalent of 3 stories in height, was completely rebuilt in 1967 as an Alaska Centennial project and is owned by Alaska Indian Arts, Inc. It is operated jointly by that non-profit Alaska corporation and the Lynn Canal Community Players, Inc. Off-street parking is available for 40 cars.

The center has a complete theatrical stage with seating, lobby space and services to handle up to 300 people. Local play productions, visiting concert artists, student performers and the famous Chilkat Dancers are all regular users of the building. The center is also the home of the biennial State of Alaska Drama Festival which features drama groups from at least 10 Alaskan communities.

Alaska Indian Arts, Inc. is a non-profit Alaskan corporation dedicated to the perpetuation of Tlingit arts and crafts. The operation is housed in a recently remodeled 10,000 square foot wood frame building which was built in 1906 as the hospital for Fort William Henry Seward, and is located on a 90' x 218' lot in Port Chilkoot on Fort Seward Drive.

As many as 20 artisans are sometimes engaged in the design and production of Tlingit arts and crafts items, including totem poles, silver jewelry, carved doors and other graphic arts.

The Alaska Native Brotherhood and Alaska Native Sisterhood maintain a 2,400 square foot wood frame building at the corner of 1st Avenue and Willard Street. The 115' x 153' site provides parking for 20 cars, and the facility, built in 1974, is in excellent condition. The ANB-ANS Hall is used for Native cultural events, and is frequently rented by other community organizations for recreational and assembly purposes.

The American Legion Hall at the corner of 2nd Avenue and Dalton Street is a 2,000 square foot building that, in addition to housing the American Legion meetings and recreational activities, is also rented for assembly functions by numerous clubs and organizations.

The Haines Bill's Club is the local chapter of the Elks Club, and serves as an assembly hall for the organization as well as a major recreation facility for local and visiting Elks.

Religious groups which own and operate substantial facilities in Haines include the Presbyterian Church, the Port Chilkoot Bible Church, Assembly of God, Catholic Church and the Salvation Army. Congregations which rent space for their regular worship services are the Church of Christ, the Baptist Church and Jehovah's Witnesses. Worshipping regularly in private homes of their members are the Mormons and the Baha'is.

Service and civic organizations are also quite active in Haines, and include the Haines Chamber of Commerce, the Bicentennial Committee, The American Legion, ANS-ANB, The Women's Club, the Elks, the Business and Professional Women's Club, the Haines Sportsmen's Association, P.T.A., Chilkat Snowburners, the Haines Arts Council and the Lynn Canal Community Players.

(j) Recreation and Open Space - Recreation opportunities abound in the Haines area, and many sectors of the community have assisted in the construction of the facilities that allow for enjoyment of the spectacular environment by residents and visitors alike. The City of Haines has prepared and adopted a 5 year plan for the development of recreation areas and connecting trails.

There are 2 privately-developed camper parks in the City of Haines, one with 20 spaces adjacent to the Halsingland Hotel in Port Chilkoot, and one located at 1 Mile on the Haines Cutoff which also provides 20 spaces. Two other less formal camper parks are located on the Chilkat Peninsula, one at Letnikof Cove, and the other 8 miles south of the city at the end of Mud Bay Road.

The Rainbow Glacier Camp is a Presbyterian-sponsored recreation camp with a major 1,800 square foot community building, and several small cabins. This beautifully situated facility is located 6 miles south of the City on Chilkat Inlet, and provides a breathtaking vista of the Rainbow Glacier.

The 8 acre Parade Field in the center of Fort William H. Seward, provides open space and an authentic Tlingit Indian Tribal House as well as a log cabin and elevated cache. The area is owned by Alaska Indian Arts, Inc., and is used for general community recreation as well as a tourist attraction.

The Southeast Alaska State Fairgrounds consist of a 21 acre parcel of land which has been under development since 1971. It presently has 2 large 60' x 120' fair buildings, a corral for horse shows, covered stalls and a loop access road providing good traffic circulation to and from the Haines Cutoff Highway. The Fair has become a major summer event in Southeast Alaska.

Tlingit Park is a 2.1 acre parcel which was dedicated some 12 years ago to the City of Haines. The area has been cleared, and a covered heavy timber bandstand constructed. The park, which overlooks the Portage Cove waterfront between Main Street and the Haines Cutoff also contains a historic cemetery, which has been cleared and partially reconstructed. Development of Tlingit Park is continuing at this time.

A system of walking trails is under construction in the City, the first phase of which will link the Tlingit Park with the boat harbor and waterfront, the Presbyterian Mission properties and Port Chilkoot. The City's system of trails is designed to tie in with trails already constructed by the Borough and volunteer groups which are in the Battery Point, Riley Summit, Lily Lake and Mud Bay Road areas, as well as with an existing 3 mile trail which traverses the high country north of the City to the summit of Mt. Ripinski.

The Haines Borough is presently developing further recreational facilities on the school site. A parcel of waterfront property on the Chilkat River owned by the Borough is used for a picnic and camping area.

The Portage Cove Picnic Area and Campgrounds is a 7 acre facility operated by the State Division of Parks. The area, located on the south shore of Portage Cove is accessible by Beach Road, and has facilities for picnicking and tent camping. A large facility is located at the head of Chilkoot Lake, 8 miles north of Haines and is operated by the State as the Chilkoot Lake Picnic Area and Campgrounds. This substantial recreational development includes a parking area for 40 vehicles, a boat launching ramp, covered picnic areas, restrooms and well-developed sites for 60 campers.

The State-operated Mosquito Lake Campgrounds is located near Mile 27 on the Haines Cutoff Highway, and has accommodations for picnicking and up to 15 camper vehicles. In addition to a small boat dock, the facility has a wood storage shed, restrooms and an enclosed shelter.

A major effort is underway by the Division of Parks of the Alaska Department of Natural Resources to complete the planning for the first phase of development of the proposed 6,000 acre Chilkat State Park, a facility that will occupy about 2/3 of the land area on the Chilkat Peninsula. This major State Park will include a vehicle camper park, trails, boat launching ramps, tent camping sites, a visitor's interpretation center and a replica of a Native fishing village at Battery Point. Federal (Bureau of Outdoor Recreation) funding is presently being sought in connection with this project; and by the City of Haines in order to proceed with the development of Tlingit Park projects.

(k) Health and Social Services - The Chilkat Valley Medical Center located in Haines on First Avenue between Willard and Mission Steets, is the location of several significant health facilities. The Center is a 50' x 70' wood frame building with a full concrete basement constructed in 1971 on a 115' x 150' parcel of land which provides 15 off-street vehicle parking spaces. The facility is privately owned by Stanley Jones, M.D., who practices medicine in the building.

Dr. Jones and another physician (General Practitioner) provide medical services in the diagnosis and treatment of physical problems of their patients. A pharmacy, some laboratory analysis and some X-Ray services are available. Referral services to outside specialists and medical facilities is provided as required.

The U.S. Public Health Service contracts with Dr. Jones to provide certain medical services to Native persons who qualify for Alaska Native Health Service care.

The Medical Center also has a labor room and a delivery room for maternity patients, which provides the equivalent of a 3-bed emergency capability.

The State Department of Health and Social Services leases 550 square feet of space in the basement of the Medical Center. This space is equipped with examination tables, immunization supplies, audiometer, specimen sampling equipment and equipment needed for basic physical examination by the Public Health Nurse, about half of whose time is spent in Haines. (The Nurse also serves Skagway, Yakutat and Klukwan). The leased space is also utilized by the State Regional Psychologist and a State Social Worker, each of whom make monthly visits to Haines.

The Haines Dental Clinic leases 1,000 square feet of space in the Medical Center. The clinic includes two treatment rooms with complete basic dental equipment for provision of dental services including fillings, cleaning, extractions, flouride treatment, root canals and minor oral surgery. The facility presently is without a dentist.

(1) Cemeteries - The Haines cemetery facility is located on a 20 acre parcel on Sawmill Road, south of its intersection with 1 Mile on the Haines Cutoff Highway. 6.5 acres of the land has been developed and used for burial purposes since 1925.

The facility, which provides space for burial of local citizens and others desiring burial in Haines, is administered and owned

by the City of Haines, and is operated by an appointed volunteer Custodian/Administrator.

In addition to the City Cemetery, there are three cemeteries in the Haines area. One of these is the Historical Cemetery located within Tlingit Park overlooking Portage Cove. This site was used at the turn of the century by the Presbyterian Mission. There are about 25 identifiable grave sites; many with turned wooden fences and marble headstones with inscriptions. This historic site, which has suffered from lack of maintenance, has been partially cleared of underbrush, and is slated for reconstruction by the Native community of Haines as their contribution to the development of the Park.

A large cemetery site, which contains many well-maintained gravesites with turned wooden fences and headstones is located at 4 Mile on the Haines Highway on the Yendistucky Reservation. This site, which has been in use for several hundred years, is of considerable cultural and historic significance.

Of inestimable archeological and anthropological importance is the large Native Cemetery at Klukwan. Klukwan was the central village of the powerful Tlingit nation which at one time dominated much of Southeast Alaska and the Yukon, and the cemetery contains many hundreds of identifiable grave sites and hundreds of other, unmarked graves.

(m) Communications - The "system" of communications in Haines consists of telephone, cable television and radio, postal service, a weekly newspaper and a shoppers guide.

Telephone service is provided out to 48 Mile on the Haines Highway, to 3 miles south of the City on the Chilkat Peninsula and to 4 miles

along the Lutak Road. General Telephone Company of Alaska is the certificated company providing the service, which includes Direct Distance Dialing. 516 service connections are currently in use in Haines on a new and comprehensive system which has provisions for up to 800 individual phone services, 8 incoming and 10 outgoing long distance trunk lines.

General Telephone Co. operates its facilities from a 30' x 40' brick building located on a 50' x 100' lot at Main Street and 2nd Avenue. The building, constructed in 1973, contains a full concrete basement, and is in excellent condition. Off-street parking space for five vehicles is provided on the site.

RCA Alaska Communications, Inc. provides long distance telephone and teletype data communications services with a fixed, point-to-point station. 1 Technician and 1 Operator occupy a 1,600 square foot wood frame building on Main Street between 4th and 5th Avenues. The facility, built in 1954, and currently in good condition, provides off-street parking space for 6 vehicles on its 125' x 280' site. Some 44 miles of underground cable owned by RCA, which provide service to the 42 Mile border station and to the tank farm at 3 Mile on the Lutak Road, is currently leased to General Telephone Company.

Haines Network Television operates from 360 square feet of leased space in the basement of the Chilkat Valley Medical Clinic. Two channels provide 4 week-old television programming from cassette video tapes, and another channel provides local advertisements as well as radio programming as broadcast by Station KINY in Juneau.

The Chilkat Valley News is a weekly newspaper (generally) which publishes local and statewide news items, local feature stories, letters to the editor, some advertising, public service announce-

ments, legal ads, and a free advertising service for individuals in the community desiring to buy or sell items, called "unclassified advertisements". The newspaper enjoys an excellent reputation statewide, as demonstrated by the fact that about half of the subscribers live outside the Haines area.

The Chilkat Valley News has 100 square feet of leased space in a large former barracks building, constructed in 1906, across from the east side of the Parade Grounds. The newspaper is currently in its eleventh year of publication.

The Haines Shoppers Guide publishes business advertisements, want ads, public notices and other information from a 64 square foot office in the Tradewinds Building on Main Street. Both the Shoppers Guide and the Chilkat Valley News are printed in Haines by the Chilkat Press, a local printing service.

The U.S. Postal Service maintains a Second Class Post Office in Haines in leased space. The building, constructed in the 1950's is a 36' x 80' wood frame with stucco building in good condition located on a 100' x 150' parcel of land on 3rd Avenue between Main Street and the Haines Highway.

Service consists of a Star Route Delivery one day per week up the Haines Highway, and two days per week to Klukwan. Distribution of Haines mail is by post office box, of which there are currently 512 in the postal facility, with 100 new boxes to be added this year. Mail is sent and received daily at the Post Office utilizing the services of chartered air carriers, and the facility also distributes federal government forms and information bulletins, as well as posting state and local government notices. 1 Postmaster, 1 part-time Mailman, and 3 Mail Distribution Clerks are employed.

A communications facility consisting of an unmanned radio direction finder transmitter, which broadcasts a continuous radio signal, is operated by the Federal Aviation Agency (FAA) on a 110 acre parcel of land located 1/2 mile southeast of the city limits. The facility, which consists of a transmitter in a 1,200 square foot wood frame building, and two steel transmission towers, is maintained periodically by FAA inspection personnel, and is in good condition.

(6) Transportation Facilities and Services

Haines, because of its strategic position at the head of the Inside Passage, and its accessibility via the Haines Cutoff Highway to the Yukon and Interior Alaska, is an important transportation hub in Southeast Alaska.

(a) Surface transportation - In the overall planning area, the State of Alaska maintains 26.5 miles of roadways which include; 9 miles of road to the Chilkoot Lake Campgrounds, about 1/2 of which is presently paved; 8 miles of improved gravel road south of Haines to the Mud Bay Road turnaround; 7.5 miles of the paved Haines Cutoff Highway, and 2 miles of gravel service roads to public facilities and subdivisions outside the city limits. The State Highway Department also maintains over 2 miles of roadways within the City, more than 1 mile of which is presently paved. A number of road improvements are scheduled for the summer of 1976 including the repaving of Lutak Road to the Ferry Terminal; Main Street in Haines; Union Street; a portion of Mud Bay Road south of the City, and the Haines Cutoff Highway from its terminus in Haines to Mile 5.

State roadways are maintained by the Highway Department maintenance crew stationed at a 6.5 acre site located at Main and Union Streets. 2 large wood frame structures, built in the 40's, and a 500 square

foot wood frame storage building house warm storage and equipment maintenance functions. Major road maintenance equipment operated from the Highway Department's Haines Maintenance facility include 2 road graders; 4 dump trucks with wing blade attachments for snow clearance; 2 loaders; 1 with a snowblower; 1 crane; a Cat tractor; 1 brushcutter and 2 pickup trucks. Services provided are maintenance, repair and minor construction on all State-maintained roads in the Haines area, as well as mechanical maintenance and repair to equipment operated by the Department and the other State agencies in the area. The crew of 10, which includes a Foreman, 2 Mechanics, 1 Clerk and 6 Equipment Operators also maintains the Haines Airstrip on contract for the Alaska Division of Aviation.

Nearly 9 miles of city streets are owned and maintained by the City of Haines. The maintenance and repair of these streets, as well as snow clearance, is a responsibility of the Haines Public Works Department.

Three bus companies provide surface transportation:

[1] Mar-Air Bus Company - Limousine service to and from the Airport and Ferry Terminal; sightseeing charter and Haines Highway charter as far as Whitehorse. 2 eleven passenger busses and 1 thirty-two passenger bus are presently operated, with a 41 passenger motor coach soon to be in service.

[2] Alaska Yukon Motor Coaches - Operates between Haines and Anchorage three times weekly (summer schedule) as a common carrier transporting individuals as well as tour groups. 6 motor coaches are currently in service.

[3] Westours, Inc. - School bus service on contract with the Haines School system. 3 forty-four passenger school busses are operated during the school year, and are maintained and

stored at a covered bus parking structure located at 1/2 Mile on the Haines Highway.

Also providing surface transportation services in Haines are two freight transport companies:

[1] Eagle Transfer - Freight shipping and receiving services from the waterfront to the community for Foss Alaska Lines. 1 Owner/Operator, 1 Office Manager and 2 Warehousemen operate from a 22,000 square foot concrete block warehouse in good condition. 2 tractors, 1 van truck, a lowboy trailer and a fork lift are used in the companies operations.

[2] Lynden Transport - Wallace Garage is the Haines agent for this transport organization, which ships freight to and through Haines to all points. 1 Freight Handler and 1 bookkeeper are the personnel of this operation which trucks northbound freight, and loads southbound materials on the State ferries.

(b) Marine Transportation - Haines' location at the northern end of the Inside Passage, and the sheltered deepwater natural harbor potential of Lutak Inlet, make the community particularly appropriate for marine transportation activities. Portage Cove, immediately adjacent to the townsite, also contains several marine facilities, although it is neither as sheltered or as deep a harbor location as Lutak Inlet.

The Lutak Dry Cargo Dock was constructed in the early 50's by the U.S. Army. The dock has a 1,000 foot long face and a heavy timber fender system. Ownership of the facility still rests with the federal government, although the State of Alaska, which utilizes the south 350 feet of the dock for its Marine Highway

terminal facilities, leases the entire property from the U.S. Government. Negotiations with the General Services Administration (GSA) are currently underway which, if ultimately successful, would bring the northern 2/3 of the dock into the ownership of the City of Haines; and the Ferry facilities under State ownership. The 650 foot of general cargo dock north of the Ferry facility is presently leased on contract to commercial users. Fender system improvements are needed to this section of the dock. The portion of the facility used by the Ferry System is now in excellent condition, with structural improvements and maintenance recently completed. The entire facility is located about 5 miles north of Haines via the Lutak Road.

The Army also constructed in the early 50's, a POL Dock (Petroleum - Oil - Lubricants) about 1 1/2 miles south of the Dry Cargo Dock. This facility, built in connection with the U.S. Government Tank Farm and the 8 inch diameter pressure pipeline for the transportation of petroleum products to military installations in Fairbanks, was deactivated by the federal government three years ago. The dock consists of a concrete and steel pier-head and approach structure, and 2 concrete and steel dolphins. Product pipelines run from the dock to the 12 large storage tanks located on the 80 acre reservation. Located on the reservation are a number of facilities including 10 major buildings which provided family housing; equipment maintenance and storage shops, and office space. While the facility is connected to the electric power distribution system of Haines Light & Power Co., it is equipped with standby generating capacity, and has its own water source and distribution system.

Port Chilkoot Dock is located on the shore of Portage Cove at the foot of Portage Street. This venerable facility was built at the

time of great military activity at Fort Seward, and has undergone substantial modification, reconstruction and repair projects over the years; a major rebuilding in the 1950's being the most recent improvement. While the dock was, at one time, the principal facility for cruise ships and freight, the only present user of the dock is the Standard Oil Company, whose petroleum products are off-loaded and transported through a pipeline to a tank farm located on the waterfront some 800 feet from the dock. The facility, presently owned by the Haines Highway and Terminal Company, is in poor condition and will require major structural rebuilding to again become an important marine transportation facility.

Another privately-owned facility is the Schnabel Lumber Company dock located on Lutak Inlet at the company's mill. This 1,000 foot long dock is used for the loading of wood products, and has an average water depth of 40 feet at the face.

The Union Oil Dolphin and underwater POL pipeline at the Port Chilkoot waterfront on Portage Cove is owned by Gulf Oil of Canada, Limited; and is used by that company for the transport of petroleum products from Vancouver, B.C. into the Yukon Territory. Union Oil Company utilizes this facility for local off-loading and distribution of its petroleum products.

The Haines Small Boat Harbor is located on the Portage Cove waterfront at the foot of Main Street. The 300' x 400' harbor area protected by a rock filled and armored 900' long breakwater, was constructed in 1958. Heavy timber floats with styrofoam flotation are sufficient to accomodate 18 stalls for small boats, 34 stalls for boats from 24 to 40 feet, and float-side moorage for 4 large boats up to 80 feet in length. A concrete ramp for boat launching is approached from Main Street, and the "grid" for minor maintenance

is located on the northeast corner of the Harbor. Electrical and water utilities are available to boats in the harbor, and refueling is accomplished by hose and tanker truck. There is off-street parking for 20 vehicles adjacent to the Small Boat Harbor. The facility is owned by the State of Alaska, and is operated and maintained by the City of Haines. The Harbormaster is the principal employee involved in administration of the facility, with backup from the Public Works Department for maintenance and repair. The Haines Small Boat Harbor is the primary community facility for moorage of fishing boats, pleasure craft, work boats and transient watercraft. Lightering facilities for cruise ship passengers are presently minimal.

The City and State jointly maintain a small boat moorage facility at Letnikof Cove, 5 miles south of the city on Mud Bay Road. This temporary facility has accomodated up to 200 fishing boats during stormy periods in the fall. The wood piles and floats have been severely damaged by storms and winter removal from the water, and beneficial use of this facility would necessitate a completely new installation.

Foss Alaska, and Lynden Transport both provide marine transport of freight between Seattle and Haines by use of vans placed aboard the ships of the Alaska Marine Highway. Lynden Transport provides custom freight service to Haines, while Foss Alaska redistributes freight to other points from its receiving station in Juneau. Both companies provide a basic weekly freight service, with more frequent service when required.

The Royal Viking Line is scheduling three cruise ships into Haines in the summer of 1976. Several other lines operating in Southeast Alaska waters have landed in Haines in the past, but lack of

adequate dockside and on-shore facilities in the community have caused a decline in landings.

(c) Air Transportation - The Haines Airport is located 3 miles northwest of the city on the Haines Highway. The facility is on a 30 acre site owned by the State of Alaska. The State maintains a 4,100' landing strip of asphalt treated gravel, 50' in width. There are 4 hangar structures with one in use by commercial aircraft, and the others by private owners. All of the hangars are on surveyed lots owned and leased by the State Division of Aviation. A 25' x 40' Terminal building has been constructed at the airport, but is not currently in use by either of the air services in Haines. Parking for vehicles is plentiful in terms of space, but the taxiway used by aircraft is also used for vehicle access which creates a dangerous situation. Electric power is not presently available at the airport, and no landing strip lighting is present. The Division of Aviation has no personnel in Haines, but contracts with the State Highway Department to provide snow removal and maintenance to the runway.

Two commercial air services use the facility as well as about 10 private aircraft owned by Haines residents.

[1] L A B Flying Service - Owned by Layton A. Bennett of Haines, LAB has an office on Main and 4th in Haines. Their airport facility consists of a refueling station and tie-down facilities on land leased from the Division of Aviation. LAB bases 2 pilots in Haines along with three aircraft and a local staff of 3 Dispatchers and a Bookkeeper. The firm's 10 aircraft serve Haines and the remainder of Southeast Alaska on a charter flight basis, and provides scheduled mail service on contract with the U.S. Postal Service. Charter flights for scenic Southeast tours and custom freight service is also provided. It is estimated that LAB is

currently carrying passenger traffic in excess of 6,000 per year.

[2] Southeast Skyways, Inc. - This Juneau-based and owned firm serves Haines with regularly scheduled air carrier service on a daily basis. The normal summer schedule includes 4 flights per day, with 2 flights per day in winter. Freight service is also provided, and charter service is available. Southeast Skyways maintains an office in Haines on the Corner of Main St. and 3rd Avenue, and has 1 Pilot and 2 Agent/Dispatchers stationed locally. Close to 4,000 passengers per year are transported by this carrier.

II. ECONOMIC BASE STUDY

This chapter of the plan studies the economic aspects of the Haines area, and discusses the various sectors of the economy. It also provides population analysis and projections as necessary to relate the current status of the community to the economic development opportunities.

A. ANALYSIS OF THE CURRENT STATUS OF THE HAINEES ECONOMY

(1) Haines Average Annual Employment Survey

(a) Purpose - The purpose of this survey is to provide information on employment in the Haines area economy. Specific information on Haines has not been generated by the Alaska Department of Labor. Instead, since 1963, Haines has been recorded as part of the Lynn Canal-Icy Straits Labor Area which also includes Skagway, Hoonah, Gustavus, and Yakutat. Attempts to use Lynn Canal-Icy Straits Labor Area data for the purpose of gaining knowledge and understanding of Haines have been futile because the communities are very different in employment composition, and general information for all of them cannot accurately be applied to Haines.

This survey provides information on the quality, type, and seasonality of employment in Haines for the first time, and establishes basic economic data for local planning.

(b) Methodology - A questionnaire was designed to be answered by all employers in the Haines area. The questions sought information on current employment, employment by month for 1975 and 1976, full-time and part-time work, manpower availability, use of non-resident labor, job titles, and some payroll information. The questionnaire also sought open-ended comments from employers concerning the local economy.

A master list of all businesses and government units in the Haines area was prepared. In order that no source of employment was missed, the list was drawn up from four sources:

1. 1975 State of Alaska Business License Directory which lists everyone with a business license with a Haines zip code. There were 213 listings.
2. Haines telephone directory.
3. Alaska Industrial Directory of Employers.
4. Local knowledge.

After compiling this list, several local people reviewed it and deleted businesses no longer in existence; made necessary name changes, and corrected other errors. The result was an up-to-date list of active businesses and government units which totalled 118.

These were distributed to 12 volunteer interviewers in mid-April, 1976 who went out into the community and administered the questionnaires to the businesses and government units. 108 responses were received for almost complete coverage of the Haines area economy. Those not responding were questionable or marginal operations of little economic significance.

It is judged that the employment shown for April 1976 is quite close to that which actually existed in Haines at the time. Employment figures for other months are slightly less accurate because they rely on past recall as far back as January 1975.

The completed questionnaires were tallied and analyzed, and the results are presented in this section.

(2) Other Surveys

In addition to the employment by local firms and government agencies there were two major sources of employment which were accounted for with other methods.

(a) Since fishermen were not included in Department of Labor data, their number was estimated by surveying one-third of the active gillnet entry permit holders residing in Haines. The questionnaire asked for months spent fishing, type of fish caught, persons assisting them, areas fished and supplementary income sources.

A master list of permit and license holders was obtained from the Commercial Fisheries Entry Commission so the number of permit holders was known. Local knowledge was used to identify which permit holders were actively engaged in the fishery. The survey provided information to estimate the number of fishermen who assist the permit holders. The results of this survey are presented in the fisheries section.

The other source of employment not covered by the survey was employment of Haines residents on the trans-Alaska pipeline construction project. No state or union records were available to research this, so local knowledge was relied on entirely.

Several long-time area residents made a concerted effort to identify persons working on the pipeline in April, 1976. After an hour of discussion of each name, a total of 43 Haines residents was

positively identified as currently working on the pipeline. Thus, at the time of the survey the trans-Alaska pipeline project was revealed to be the third largest employer of Haines residents.

(3) Results of Average Annual Employment Survey

(a) Current Employment - At the time of the Haines employment survey, there were 472 persons employed by businesses and government units in the Haines area. An additional 43 persons were employed as construction workers on the trans-Alaska pipeline project.

Major individual employers at the time were Haines School District (59 employees) and Schnabel Lumber Company (56 employees). The Alaska Department of Labor reported Haines unemployment for April as 158.

Thus at the time of the survey, the Haines economy appeared this way:

Haines Economy April, 1976

Employment	472
Pipeline Employment	<u>43</u>
Total Haines Residents Working	515
Unemployment	<u>158</u>
Total Area Labor Force	673
Percent Unemployed	23.5

Self-employed persons accounted for just over 15 percent of those working in Haines. Of the total employees, 76 percent were working in full-time jobs while 24 percent were part-time employees.

The bulk of the part-time work was in the trade and service sector of the economy. 46 percent, or nearly half of the jobs in these two sectors were part-time jobs.

The largest concentration of self-employed people was also in trade and service. 57 of the 72 self-employed persons work in these sectors.

The largest employer in terms of sectors was the trade sector with 125 persons working. Manufacturing was next with 92 followed by local government with 84, the bulk of which were school employees. The service sector occupied 63 people, while transportation and state government each employed 32. 14 persons worked for the Federal Government, 12 were employed in communications and public utilities, 10 in finance, insurance and real estate and 8 persons were engaged in construction-related work.

Payroll information was attempted but the question was optional and too few persons elected to answer the payroll question to allow for meaningful statistics.

(b) 1975 Employment - One extremely important result of the survey was a fairly accurate reconstruction of the Haines economy for the entire year 1975. This is perhaps the most enlightening information contained in this economic base study. Table No. 3 shows employment by sector and by month and allows us to see seasonal changes of each part of the economy. See Table 3 on page 67.

The low month employment for the year 1975 was in January with 471 persons working. The high point was July with 736 employed, including fishermen. This constitutes a dramatic seasonal fluctuation with the peak 56.3 percent higher than the low. November employment dropped to 510 from 725 in September; a drop of almost 30 percent in a period of just two months.

The data for 1975 are likely to be somewhat underestimated because firms operated in 1975 which were not covered in the 1976 survey. Only firms and government agencies operating in Haines in April, 1976 were possible to survey.

Construction, fishing and manufacturing were the major causes of the seasonal fluctuation. Only the local government sector operated in reverse, with less employment in the summer because of school being closed. Federal government, and finance, insurance and real estate employment remained the same each month. Communications and public utilities employment rose by only one person for the summer.

Trade, service and transportation, which together comprise over 40 percent of the economy, had moderate seasonal changes.

Table 1 shows total-employment; self-employment, full and part-time employment and the number of firms and government agencies in the Haines area at the time of the survey, which was conducted in mid-April. Self-employed plus employees equals total employment. Full-time plus part-time employees equals the employees column.

TABLE 1
Haines Area Employment, April 1976

<u>Sector</u>	<u>Firms</u>	<u>Total</u>	<u>Self- Employed</u>	<u>Employees</u>	<u>Full- Time</u>	<u>Part- Time</u>
Construction	(4)	8	4	4	4	0
Manufacturing	(10)	92	5	87	78	9
Transportation	(8)	32	4	28	19	9
Comm. & Pub. U.	(5)	12	1	11	9	2
Trade	(38)	125	34	91	54	37
Fin. Ins. & R.E.	(2)	10	1	9	8	1
Service	(24)	63	23	40	17	23
Fed. Gov.	(3)	14	0	14	13	1
Local Gov.	(4)	84	0	84	72	12
State Gov.	(10)	32	0	32	31	1
Total	(108)	472	72	400	305	95
Trans-Alaska						
Pipeline		43	0	43	43	0
Total, Incl.						
Pipeline		515	72	443	348	95

Source: Haines Average Annual Employment Survey, City of Haines, April 1976.

Note: There are differences between these survey results which show 472 persons employed and the employment by month which shows 496 persons employed. The difference of 24 is accounted for by differences in employment between the week of the survey and in employer's estimates of employment for the whole month of April. Major differences were transportation, where no longshoremen were working at the time of the survey but 42 were estimated for the month; and in trade where 14 more people were actually working than were estimated for the month.

We can see what changes have occurred in Haines employment by comparing the results of the April 1976 survey with information from the March 1975 Overall Economic Development Plan (OEDP) report.

This comparison shows a drop of 151 jobs from 623 in 1975 to 472 in 1976. Almost all of the loss was in manufacturing (lumber mills) and in transportation (longshoring). Table 2 shows these changes. (See Table 2 on page 66).

A part of the Average Annual Employment Survey collected information from employers on monthly employment for 1975 and 1976 to date. The information which resulted provides the first accurate information on Haines seasonal employment patterns in each sector of the economy. Table 3 shows employment for each month in 1975 and the average for the year. Unemployment data was available only for December, and that is shown at the bottom of Table 3. (See Table 3 on page 67).

The information is presented in Table 3 in a manner very similar to the way the Department of Labor will produce Haines Labor statistics in the future. This 1975 information can then be compared to future years and be useful for quite some time.

We can identify the courses of seasonal employment change by combining similar types of employment. Table 4 does this for 1975, and shows that the combination of construction, manufacturing and fishing, is the most seasonal group of sectors in the Haines economy. Table 5 provides the statistics which are portrayed in the graph in Table 4. (See Tables 4 and 5 on page 68).

Employment information from the survey is quite accurate for 1975 and up to April 1976. Beyond April 1976 are estimates which cannot be considered as accurate. They are estimates and are not taken from past

TABLE 2
Employment Changes 1975-1976
Haines Area Economy

	March <u>1975</u> ¹	April <u>1976</u> ²	<u>Change</u>
Construction	29	8	-21
Manufacturing	221	92	-129
Transportation	65	32	-33
Comm. & Public Util.	17	12	-5
Trade	113	125	+12
Fin. Ins. & R.E.	11	10	-1
Service	56	63	+7
Fed. Gov.	15	14	-1
Local Gov.	68	84	+16
State Gov.	<u>28</u>	<u>32</u>	<u>+4</u>
	623	472	-151

1. Source: 1975 OEDP report. The employment shown in the OEDP report was sorted into the appropriate sector to make it comparable to data from the 1976 survey. The two sets of data are similar but not entirely comparable. The 1975 survey was a phone survey which sought average annual employment based on estimates of employers. It is not entirely employment which existed in March, 1975. Construction and manufacturing are higher than actual for March because of high seasonal peaks. The two surveys agreed within 2% (373 vs. 380) on the 1975 average annual employment for all other sectors.

2. Source: Haines Average Annual Employment Survey, April 1976.

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TABLE 3
Haines Monthly Employment, 1975

	J	F	M	A	M	J	J	A	S	O	N	D	Avg.
Const.	4	5	5	6	5	31	32	31	29	31	11	11	16
Mfg.	152	148	145	177	174	193	218	206	177	173	121	102	166
Transp.	42	74	77	69	47	75	90	78	87	55	60	85	70
Comm. &													
P.U.	11	11	11	11	11	12	12	12	11	11	11	11	11
Trade	100	101	102	108	116	129	133	132	125	121	113	115	116
Fin., Ins.													
& R.E.	10	10	10	10	10	10	10	10	10	10	10	10	10
Service	42	50	44	56	60	74	71	68	70	65	63	58	60
Gov.	110	116	111	111	113	80	85	100	136	127	121	135	112
Fed.	14	14	14	14	14	14	14	14	14	14	14	14	14
Local	65	71	66	65	66	28	33	49	85	81	76	90	65
State	31	31	31	32	33	38	38	37	37	32	31	31	34
Total													
Empl.	471	515	505	548	536	604	651	637	645	593	510	527	561
Fishing				9	20	70	85	85	80	20			31
Total	471	515	505	557	556	674	736	722	725	613	510	527	593
Unemployment												157	
Percentage													23.0%

Source: Haines Average Annual Employment Survey City of Haines, April 1976.

TABLE 4
Seasonal Changes in Haines Employment, 1975
Selected Sectors

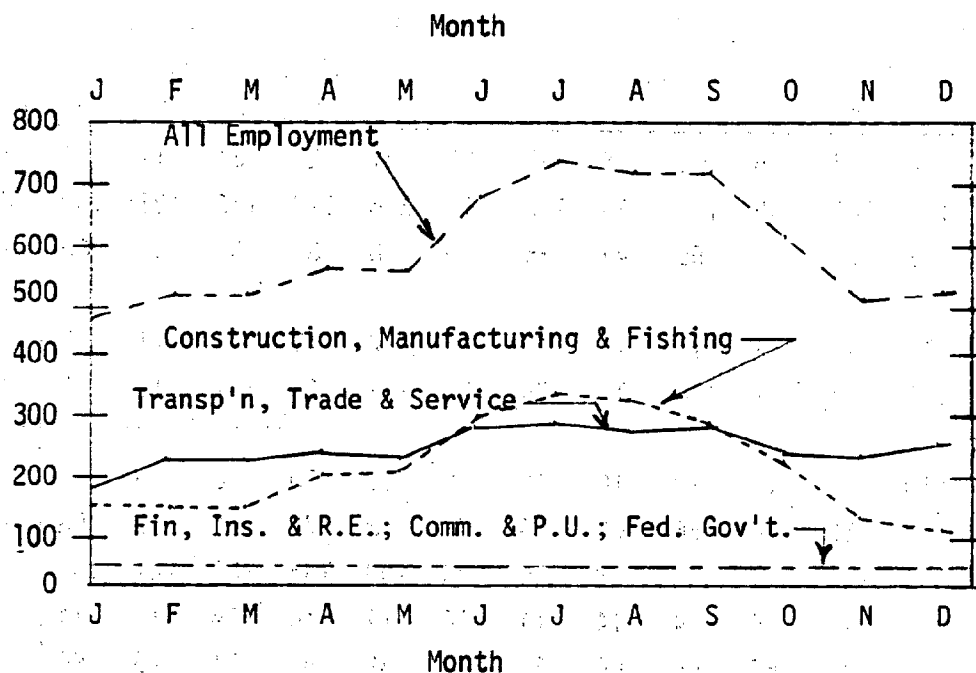


TABLE 5
Seasonal Changes in Haines Employment, 1975
Selected Sectors

	J	F	M	A	M	J	J	A	S	O	N	D	Avg.
Const, Mfg. & Fishing	156	153	150	192	199	294	335	322	286	224	132	113	214
Fed, FIRE & Comm., & PU	35	35	35	35	35	35	36	36	36	35	35	35	35
Transp'n., Trade and Service	184	225	223	233	223	278	294	278	282	241	236	258	246
Total Empl.	471	515	505	557	556	674	736	722	725	613	510	527	593

records as was the 1975 information. Also, they include no new happenings such as construction or mill reopening. Readers of Table 6 should consider the May-December statistics as only reporting the results of the survey and not as a realistic estimate of what may actually occur in the Haines economy for the balance of 1976.

TABLE 6
Haines Monthly Employment, 1976

	Actual				Estimated: Assuming no mills operate, no longshoring and no construction							
	J	F	M	A	M	J	J	A	S	O	N	D
Const.	6	6	8	8	8	9	9	9	8	8	8	8
Mfg.	100	94	94	93	41	42	41	40	38	32	31	34
Transp.	71	64	71	74	70	47	47	47	48	47	45	44
Comm. & P.U.	11	11	11	11	11	12	12	12	11	11	11	11
Trade	100	102	108	111	120	130	130	128	122	118	112	115
Fin., Ins. & R.E.	10	10	10	10	10	10	10	10	10	10	10	10
Service	58	62	64	63	67	72	75	73	71	62	59	54
Gov.	139	139	124	126	125	126	73	89	131	126	125	125
Fed.	14	14	14	14	14	14	14	14	14	14	14	14
Local	94	94	80	80	78	74	21	38	80	80	80	80
State	31	31	30	32	33	38	38	37	37	32	31	31
Total												
Empl.	495	488	490	496	---	---	---	---	---	---	---	---
Fishing				9	20	70	85	85	80	20		
Total	495	488	490	505								
Unempl.	198	281	75	158								
% Unempl.	28.7	36.5	13.3	24.2								

(c) Business Starts - A summary of the results of the question which asked "year business originally established" is a sketch of Haines' growth.

Not every business replied to the question. 68 responded as did nine government units. The oldest unit was Klukwan Day School (1905) while Sourdough Pizza was the youngest, starting in February 1976. Haines Packing Co. was the oldest responding business, originating in 1917.

Year Business Originally Established

<u>Year</u>	<u>No. Established</u>
1976	4
1973-75	17
1970-72	15
1965-69	10
1960-64	10
1955-59	8
1950-54	6
1940-49	2
1930-39	1
1920-29	1
1910-19	2
1900-09	<u>1</u>
Total	77

Growth in business was significant in the 1960's when Schnabel Lumber Co. expanded early in the decade following a mill fire in 1960, while AFP began operations in 1965. The most pronounced growth in new businesses which still operate was in the early

1970's, with 22 starts for 1970-75 compared to 20 for the entire decade of the 1960's. This was a result of additional mill employment, excellent fishing years which made money available (several fishermen own businesses locally), rapid increase in government employment, increased tourism and other ferry traffic and pipeline-related activity.

A number of factors boosted the local economy in the early 70's. This rise was not caused solely by the timber industry, although the industry was certainly important in the economy of the area.

(b) Manpower Availability - Almost all of the needs of the Haines economy are met by the local labor force. Most businesses and government agencies reported no difficulties filling their positions, and almost all drew from the local area even during peak seasonal needs.

The timber industry drew significantly from outside Haines for logging employees, but most logging is actually conducted outside the Haines area anyway. The mills, even at peak times, took 85% of their labor from the local area with only 15% from outside the area.

There were several employers expressing a need for skilled or specifically trained people such as:

- skilled mechanics
- airplane pilots
- trained motel employees
- electronic technicians
- beauty operators

The demand appears to be for good, well-trained people in these areas, rather than just anyone working in these occupations.

The same demand applies to jobs in less skilled areas.

Bartenders, cooks, waitresses, tour bus drivers, sales personnel and dispatchers were jobs which employers reported difficulty filling with "good" people. Of course some of these are low paying, and quality employees can't always be expected at low wages.

Finally, some jobs requiring extensive education, training and experience were hard to fill from the local labor pool. Supervisory and technical jobs in government and accounting skills in business were needed. Also supervisory people for mill work were hard to find.

In general, the Haines labor pool does not meet all the area's demand for supervisory technical and skilled jobs.

Most of the jobs in the Haines area do not require a high degree of skill, training or education, according to the titles listed by employers. Similarly, most of the area's unemployment is accounted for by people having job experience in semi-skilled or unskilled work, judging from an analysis of Haines employment requests in 1975-76.

(4) Results of Fishermen's Survey

A survey of one-third of the Haines area entry permit holders was taken to determine the importance of commercial fishing to the local economy.

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Income data is confidential and not available, but this survey and other research on fisheries provides this picture of the importance of fishing in Haines:

There are 57 salmon gillnet entry permit holders residing in Haines who are actively engaged in the fishery. 20 of the salmon permit holders also hold licenses for halibut, but local sources indicate that perhaps only 8 of these make significant catches of halibut. The others participate during extended salmon closures, or only when halibut prices are exceptionally high. 8 fishermen are licensed for crab and only a few are licensed for the herring fishery, which is a very brief, limited fishery in the early spring. Commercial salmon trolling is nearly nonexistent in the Haines area.

In the survey, gillnetters indicated almost exclusive dependency on fish bound for river systems in the immediate area. None of the respondents to the questionnaire said they gillnetted outside the Lynn Canal area. Many other gillnetters in Southeast Alaska fish several areas with Haines being most heavily fished in the fall. There are 431 gillnet permits for fishing in Southeast Alaska of which 294 are resident Alaskans and 137 are non-residents.

Thus, the Haines fleet is primarily a gillnet fleet fishing almost exclusively in the immediate Haines (Lynn Canal) area. Any change in fishing pressure, environmental factors and management policy in the Haines area would have heavy impact on Haines fishermen. It is critically important to the economic well being of the fishing fleet that the Chilkat and Chilkoot systems be managed wisely.

It is estimated from the survey that a total of 80 to 90 Haines residents are engaged in fishing each year. This is based on 57 gillnetters with permits who are known to be active. 59% of these fish alone for salmon while 41% have someone fishing with them. 40% of them also fish halibut and have someone helping them. 57 active permit holders plus 23 helpers gives a total of 80 individuals fishing from as early as April for halibut and herring to early October when the fall chum and coho seasons end.

Obviously, there is some duplication and some instances of permit holders fishing together as partners or families. This would lower the actual number. By adding the few trollers, halibut fishermen without gillnet permits and crabbers, the total number of fishermen is raised again. Our best estimate places the number of active fishermen living in Haines at a low of 80 and a high of 90.

Their degree of economic dependency on fishing is unknown but it is very likely high for a couple of reasons. The 57 permit holders had to be historically dependent on fishing income in order to qualify for permits. Also the Lynn Canal catch has been one of the most consistent in Alaska during a period of skyrocketing fish prices which have enhanced fishermen's gross income considerably in recent years.

About 1/3 of the fishermen surveyed had no other source of income while 2/3 worked at other jobs in the off-season.

Based on questionnaire results, the following is an estimate of the number of Haines residents engaged in fishing of all kinds by month:

<u>Month</u>	<u>Estimated Number of Haines Fishermen Active</u>
April	9
May	20
June	70
July	85
August	85
September	80
October	20

(5) Unemployment and Public Assistance Programs

Unemployment is a useful way to show the status of a local economy such as Haines. It was difficult to obtain Haines unemployment because it has not been recorded separately until December 1975. Furthermore, the method of reporting this information is not entirely accurate but is expected to be refined in the future.

Table 7 gives an approximate idea of the number of people in Haines receiving Unemployment Compensation. Based on this information, it is estimated that unemployment ranges between 150 and 200 in the winter and early spring.

TABLE 7
Unemployment Claims, 1976 to Date -
Lynn Canal-Icy Straits Labor Area

<u>1976</u>	<u>Haines</u>	<u>Skagway-Yakutat</u>	<u>Total</u>
January	198	231	429
February	281	150	431
March	75	211	286
April	158	264	422

Source: Alaska Department of Labor.

(Unemployment is defined as the number of persons claiming unemployment compensation each month.)

It is important to consider the type of skills held by unemployed persons residing in Haines. This indicates the type of development which is most likely to aid employment in the area. Table 8 shows the skills reported by 111 employment applicants residing in the Haines area.

The table shows that timber-related, transportation and construction skills are in surplus in the Haines area. Thus mill work, transportation and construction would help reduce unemployment.

TABLE 8

Employment Applications of Haines Residents
to Employment Office, 1975-1976

<u>Timber Related</u>		<u>Transportation</u>	
Logging	9	Truck Driver	10
Sawmill Workers	9	Longshoring	8
Millwrights	2	Pilot	1
	<u>20</u>	Cab Driver	<u>1</u>
			20
<u>Construction</u>		<u>Service, Trade</u>	
Operating Engineer	15	Clerical, Sales	11
Mechanic	4	Janitorial, Main.	6
Oiler	4	Waitress	4
Electrician	2	Cook	2
Painters	2	Baker's Helper	<u>1</u>
Welders	<u>2</u>		24
	29		
<u>Other</u>			
General Labor	4		
Fishermen	4		
Agricultural Workers	2		
Miscellaneous	<u>8</u>		
	18		

Total -- 111

The existence of public assistance programs in the Haines area was examined to show the impact on the income of Haines residents. The data is for October 1975, but there has been little change since then according to state officials interviewed.

Food stamp recipients are up from 1 a year ago to an estimated 20-25 in April, 1976; about half of which stamp recipients are families.

Table 9 shows public assistance recipients for Haines, Klukwan and the total area.

TABLE 9
Public Assistance Program Monthly Payments
Haines Area, October 1975

Public Assistance Program	Haines		Klukwan		Haines Total Area	
	No.	Amt.	No.	Amt.	No.	Amt.
Old Age Assistance	3	\$ 171	7	\$367	10	\$ 538
Aid to the Blind	1	167	1	80	2	247
Aid to the Disabled	4	475	2	199	6	674
Aid to Families w/ Dependent Children	10	3,155	0	0	10	3,155
Total	18	\$3,968	10	\$646	28	\$4,614

Source: Alaska Department of Health and Social Services.

Note: -- The purpose of this information is to show the extent of public assistance programs in the Haines area. The total appears quite small for an area of 2,000 persons. Public assistance plays only a very minor role in the local economy.

(6) Sectors of the Haines Economy

The following discussion looks at the Haines economy by employment sector. This is because all employment statistics are maintained by sector, and in turn the Haines Average Annual Employment Survey was accomplished by sector.

Much of this discussion is based on information from the survey.

(a) Mining - There is currently no active mining in the area which could be considered to have employment. Except for extensive gold activity in the Porcupine area from 1898 to 1917 little has transpired in the mining sector in the Haines area.

The Klukwan iron deposit is thought to have enormous potential, but it creates no employment at present.

(b) Construction - There is a very small construction sector in Haines. There are no major contractors based there, although a few local men have construction related businesses. Construction employment drops to near zero except in summer.

On the other hand, a large portion of the Haines labor force has construction skills, and works in construction when employment is available. Each season one or two public works projects (roads, streets, harbors, etc.) and some private construction (housing, new business buildings) occurs to stimulate this sector.

(c) Manufacturing - Currently there are no forest products mills operating, the two major mills having shut down within the last six months. No fish processing has occurred in the area for several years.

Manufacturing employment in April totalled 93 of which 63 were associated with the lumber mills. 12 were involved in arts and crafts manufacture while the remainder were in bakery, printing and other small operations technically considered manufacturing.

The current status of this sector is low compared to the peak employment in excess of 300 in the summer seasons of 1973 and 1974.

The manufacturing sector has been and will continue to be volatile because it is based on the timber industry. The Haines mills, which are considered small operations as mills go in the industry, are the first to be affected by the frequent ups and downs of the timber business.

(d) Transportation - The largest employer is the longshoring activity associated with loading timber products. At times, over 50 men are involved in this operation. This employment is sharply curtailed by the mill shutdown. Otherwise it is steady because the mills operate year round when markets are good.

The ferry system employs 10 Haines residents year round and as many as 16 in the summer season. Most of these are shipboard personnel, while 4-7 persons operate the terminal.

Air transportation employment is steady and employs 9 to 14 persons depending upon the season.

Freight and transfer companies employ several persons and there is an average of 3-5 involved in bus and taxi operations.

The transportation sector is well-rounded with employment from several sources. It is generally steady and not overly seasonal. With the exception of longshoring it is not directly dependent on the volatile timber industry. In 1975 transportation employment averaged 70 while varying between a low of 42 and a high of 90.

(e) Communications and Public Utilities - This is a small sector with a steady year round employment of 11 persons with only one additional employee in the summer season.

Haines Light and Power, RCA, General Telephone, Cable TV and the disposal service are the main employers.

In general, the communication and public utilities sectors are underdeveloped.

(f) Trade - This is the largest sector in terms of employment with 126 at the time of the survey. This sector appears to have grown in recent times. It is important to note the type of employment here. Over 100 of the jobs are steady year round employment, but there is seasonal fluctuation, especially in restaurants and service stations. A large portion of the employment is part-time which usually means it is supplemental income for a household. Wages paid in the trade sector are not particularly high so economically one trade sector job would not equal a full construction or manufacturing job in terms of income.

Almost all trade sector businesses are small ones. They employ 1 to 5 people, and many are "mom and pop" operations. The largest employer in the trade sector are the grocery stores, hardware and restaurants.

The trade sector is well developed for the area's size with a large number and variety of businesses. From the analysis of the year of origin question we found that much of Haines trade and service sector development has occurred since 1970.

(g) Finance, Insurance and Real Estate - This is a small but very stable sector in the Haines economy with an average employment of 10 and no seasonal fluctuation. Some major functions such as construction, financing, special insurance needs and some real estate are performed outside Haines, usually in Juneau. Thus for the size of the area this sector could develop more.

(h) Service - Haines' service sector, while not as large as the trade sector, can still be considered fairly well developed for the size of the town. Major service employers are hotels/motels and medical services. As in trade, most service businesses are one and two person operations.

The development of the service and trade sectors is probably attributable to increased traffic through Haines in addition to the population residing there.

The service sector also seems to have experienced recent growth as the Haines economy broadened from basic industry expansion in the early 1970's.

Average annual employment in service was 60 for 1975 and there were 63 working when the April survey was taken. Seasonal fluctuation ranged from 42 to 74 in 1975.

Many jobs are part-time and the service sector includes many self-employed persons.

(i) Federal Government - The federal government sector consists of 8 jobs at the tank farm, 4 in the post office and 2 at Customs and Immigration. This provides 14 year round jobs with no seasonal fluctuations.

(j) Local Government - There are three basic categories of local government. The schools accounted for 46 jobs in 1975 and for 59 jobs at the time of the survey. This is about 80% of all local government employment. Of the 59 positions, teachers accounted for 42, 3 were administrators, 3 secretaries, 5 aides and 6 were custodial and maintenance jobs.

Regular local government is the second category and this includes the normal full-time staff of administrators, police, fire and maintenance persons. These numbered 14 in April, 1976.

The third category are local government employees who are the result of special state and federally-financed programs such as NYC or impact fund programs. These averaged 4 to 6 jobs, mostly occurring in the summer.

(k) State Government - State government was a large employer in the area averaging 34 in 1975, and having 32 employees at the time of the April survey.

The Marine Highway System employed 4 persons at the terminal and 6 aboard ship, for a total of 10 in April. This rises to about 17 in the summer season.

The Highway Department employs 10 persons in Haines year round. Thus the ferry and highway transportation function account for 20 of 32 state government jobs in Haines.

Several state agencies have from 1 to 3 persons including the State Troopers, Division of Lands, Public Health, Corrections, Deputy Magistrate, Fish and Wildlife Protection and Weights and Measures of the Commerce Department.

These positions are all year round jobs with no seasonal fluctuation.

B. INDUSTRIES IN HAINES AND THEIR FUTURE OUTLOOK

(2) Timber Industry

(a) Present Status - The status of the Haines timber industry since the shutdown of sawmill operations consists strictly of a machinery maintenance operation. At the time of this writing, there are no timber industry operations in the Haines area.

Both sawmills, Alaska Forest Products (AFP) and Schnabel Lumber Company (SLC), have shut down their production phases. AFP closed its operation at the beginning of 1976 and the employment

survey shows a decrease from 70 employees in April 1975 to 6 in April 1976. These 6 employees represent a maintenance crew. SLC closed after the April employment survey and decreased employment from 57 to an estimated 5 employees. The beginning employment in April 1976 was similar to the April 1975 level of 60 employees. The peak employment month in 1975 for AFP and SLC was 96 and 70 respectively.

In addition, timber harvesting operations and associated support services to the sawmills were decreased in 1976 or not required at all as in the case of AFP.

The total manufacturing employment sector decreased from 177 in April 1975 to 93 in April 1976, and further decreased to 41 after closure of the Schnabel Lumber Company.

The industry had the advantages of a favorable combination of low stumpage prices and growing Japanese market conditions since the mid-1960's. A combination of higher log prices, market slumps, operating costs and transportation problems has brought a closure of both mills in 1976.

The wood-products industry is volatile and cyclical world-wide. Any economy largely dependent upon the industry should expect ups and downs in cycles lasting 2-5 years. The Haines economy was held up for longer than that because the peak of world-wide inflation drove market prices up for two years (1973 and 1974) before production and log costs caught up.

Two factors that affect the timber industry are housing starts and the Japanese economy. Both are volatile and subject to extreme ups and downs.

An example of increased log prices as a result of rising stumpage and logging costs is that paid by Schnabel Lumber Company from 1972 to 1975:

<u>Year</u>	<u>Cost Per MBF</u>
1972	\$ 75
1973	100
1974	130
1975	145

AFP tried a domestic market supplying trans-Alaska pipeline construction needs, but ran into problems with transportation and international tariffs.

The larger timber companies in Southeast Alaska control much of the timber resource and industry financing and naturally have a tendency to control them to their own maximum benefit. The smaller mills are the first to suffer and the last to benefit and that includes the two Haines mills.

The most heavily financed, largest and most efficient mills survive the longest in the lumber business.

(b) Future Outlook - In trying to look ahead at the future of the timber industry in the Haines area several factors appear to indicate some timber processing will continue in the long run.

We are assuming that one mill will continue to operate in the future. This will probably be the Schnabel Lumber Company mill although it is not expected to operate full time in 1976.

1. Small Business Administration "set-aside" sales will provide a log supply for smaller firms. This will make small mill operations more feasible, and will free these mills from the locked in market situation which they face.
2. The Haines location is desirable because of the excellent shipping dock facility and the existing investment in mills.
3. Chilkat Valley timber is marginal in quality, and could not support a major operator. In addition, the Valley has competing uses such as recreation. Many of the forested State Lands are thus not available for logging, yet Native Land Claims selections could provide more timber supply.
4. Another factor that may influence production in the Haines area is that in expanding market conditions the larger mills in Southeast will want to increase production and can contract with the smaller mills to provide some of their production.

Since the second timber mill in Haines changed its operation to cut domestic lumber, it is not expected that they will replace that equipment to again cut cants for export.

Based on this it is assumed that in the future one mill will operate in the Haines area and that timber production will remain at that level and not substantially increase.

(2) Fisheries Industry

(a) Present Status - The catch levels of the 1970's have been the highest since statehood in Lynn Canal. The Haines fishery is generally healthy, steady and of high value.

The two economic impacts of fishing are income for fishermen living in Haines and some seasonal retail business from the transient gillnet fleet of 100 to 200 boats from June-September.

There is currently no processing in Haines, and few if any Hainesites work in the nearest processing plant which is at Excursion Inlet. The last cannery to operate, Haines Packing Company closed about 1972. Antiquated equipment, pollution requirements and the declining economics of standard salmon canning combined to close the plant; probably permanently.

The Haines area has salmon running from June to October with reds, cohoes and chums spawning primarily in the Chilkat and Chilkoot river and lake systems. This provides a longer season than many areas. In addition several local boats fish halibut in the spring and crab in the winter, and some troll for salmon to a minor extent.

The effects of logging, population pressure and sport fishing have been very minor on the Haines area fish runs. This, plus the fact that seining in Icy Straits through which Haines-bound salmon travel, has been virtually closed the last few years, have aided the status of the Haines fishery.

In spite of the recent decline of the salmon fishery in most of Alaska the Lynn Canal fishery has been good and consistent by comparison. The best three catches in history have been since 1971. The fishery does not depend on pink salmon which are the least valuable and the most volatile specie of salmon. It is largely the pink which has caused Southeastern Alaska's low level catches of recent years. Lynn Canal depends on chums, reds and cohoes in that order of importance.

The fishermen who are active in the Haines area appear to be diversifying into other species of fish such as halibut, crab, herring and even shrimp. This strengthens their income potential, and adds to the length of their fishing season. Gillnetting still accounts for the majority (perhaps 90%) of total fishing income but the trend into other species is important. It makes fishing a steadier livelihood, protects against salmon cycles and encourages a longer operating season for any prospective fish processing plant.

Table 10 shows the catch of salmon in District 15, Upper Lynn Canal. The catch has been steady, as fisheries go, ranging from 300,000 to about 500,000 fish for 10 of the 13 years shown here.

TABLE 10
Catch of Salmon by Species
District 15, Upper Lynn Canal
1963-1975

	<u>King</u>	<u>Red</u>	<u>Coho</u>	<u>Pink</u>	<u>Chum</u>	<u>Total</u>
1975	835	18,077	56,750	2,345	229,125	307,132
1974	1,649	152,238	64,891	5,010	443,900	667,688
1973	2,795	193,701	27,804	14,551	279,342	518,193
1972	1,762	84,063	61,386	14,719	353,981	515,911
1971	4,208	76,685	52,074	6,376	272,591	411,934
1970	3,889	82,940	52,442	24,085	274,485	437,841
1969	3,848	133,448	35,474	9,616	162,958	345,344
1968	3,279	84,399	47,565	8,700	175,713	319,656
1967	3,473	71,399	68,985	16,589	169,282	329,728
1966	2,687	115,829	43,727	7,538	247,690	417,471
1965	4,692	95,054	43,758	5,049	214,150	362,709
1964	3,586	70,918	36,145	7,611	107,145	225,405
1963	2,350	58,987	36,715	14,310	106,545	218,907

Source: Alaska Department of Fish and Game.

To point out the Haines fishery's relative stability, Table 11 compares the year-to-year change in catch between Haines and all of Southeastern. Most Haines fluctuations are less than 30% up or down, while Southeastern catches vary from 331% up, to a 77% drop. 8 of the 12 years show changes of over 30% for Southeastern as a whole, while Haines changed that much only twice during that period.

TABLE 11
Percent Annual Change in Salmon Catch
Upper Lynn Canal (Haines)
Compared to Total Southeastern

	Haines <u>Only</u>	Total <u>Southeast</u>
1975	-54.0%	- 26.6%
1974	+28.8	- 26.1
1973	+ 0.4	- 41.9
1972	+25.2	+ 37.2
1971	- 5.9	- 11.4
1970	+26.7	+107.6
1969	+ 0.8	- 76.5
1968	- 3.1	+331.2
1967	-21.0	- 73.2
1966	+15.1	+ 71.9
1965	+60.9	- 34.6
1964	+ 3.0	+ 2.6

Source: Derived from Alaska Department of Fish and Game data.

Table 12 shows the Southeast Alaska Salmon Catch since 1950 in order to trace the overall history of the industry.

TABLE 12
Southeastern Alaska Total Salmon Catch
1950-1975

1975	5,680,000
1974	7,738,400
1973	10,478,759
1972	18,053,203
1971	13,162,519
1970	14,851,252
1969	7,153,165
1968	30,435,142
1967	7,060,417
1966	26,300,895
1965	15,274,617
1964	23,386,637
1963	22,834,954
1962	15,781,905
1961	17,060,213
1960	5,623,258
1959	11,327,936
1958	14,852,516
1957	12,773,130
1956	18,303,416
1955	13,253,434
1954	16,527,234
1953	11,559,986
1952	17,191,019
1951	30,938,340
1950	16,785,345

Source: Alaska Department of Fish and Game.

In summary, fishing is still a very important economic source for Haines providing perhaps over 60 households with their major source of income. By comparison, Schnabel Lumber Company employed about 70 when operating at its 1975 peak.

Commercial fishing remains a strong economic force and may play a larger role in the future of Haines. It is particularly important to the area's Native population, as 50% of the gillnet permit holders are Native, while Natives account for less than 1/3 of the area's population.

(b) Future Outlook - The future outlook for fisheries in the Haines area is for steady and possibly improved catches. In addition there is definite potential for a freezer-type processing plant being established in the area. One main fisheries firm has expressed tentative interest in a plant location at Haines.

The state's fisheries management policy under the Hammond administration has been conservative. This should result in an increase in the size of the runs, especially reds, and will benefit Haines area fishermen at least for the next cycle. If management remains conservative, the long run outlook for the Haines fishery is very good. There are many factors accounting for the salmon decline but overfishing, plain and simple is the major contributor. Limited entry will be beneficial to Haines fishermen because the same number of fishermen will harvest increased runs when the conservative management policies begin paying off in the late 1970's.

The Haines area is a good site location for a modern fish processing plant, and this would be the major source of economic

growth from the fisheries industry for the future. There will be little or no growth in the number of gillnet fishermen due to limited entry.

There are several reasons favoring Haines as a fish plant location:

1. There is a substantial resident fishing fleet in Haines consisting of about 60 boats.
2. There is an even more substantial non-resident fishing fleet especially in the fall fishery.
3. The catch is relatively steady from year to year. With the exception of 1974 when a record 667,688 salmon were caught, the lowest catch since 1965 was 307,132 (1975) and the next highest was 518,913 (1973).
4. There is a resident labor force available for seasonal fish processing work. Thus, little increase in population would be necessary to staff the plant, and Haines residents would reap the benefits.
5. Transportation routes and facilities are favorable. The northern Lynn Canal fishing grounds are within a few miles of any plant location, insuring freshness and inexpensive delivery, while the road system and ferry system could provide transportation to both Alaskan and outside markets.

6. The existence of a cold storage facility may stimulate local custom fish products and other satellite industry.

7. A small scale operation would not be directly competitive with the major companies which control Southeast Alaska salmon processing.

In summary, the potential for fish processing, based on the Haines fishing, is one of the most promising development possibilities found in the process of the study.

(3) Tourism

(a) Present Status - Tourism has been the most discussed economic influence in the course of the study. There are several reasons for this:

- tourists and other travelers pass through Haines in large numbers in the summer season.
- the number of travelers has increased considerably in recent years and further growth is inevitable, barring a national depression.
- recent downturns in the area's forest products industries and general economy, have focused attention on other economic influences for future development; especially tourism.
- the economic impact of the large number of travelers is felt to some degree in most parts of the small local economy. Thus, many of the business people have an interest in increased tourism.

--many Haines people realize the effects of tourism can be enhanced by local action. Special events, port development, cultural attractions, local tours and hotel/motel expansion are examples of local actions by the city, business and individuals which increase the economic impact of tourism in the area.

People traveling on the Alaska Marine Highway are the dominant form of tourism in the Haines area. In the summer season the Haines terminal handles more passenger and vehicle traffic than any other Marine Highway port including Prince Rupert and Seattle. Year round, Haines has more vehicle traffic than any other port and is a close second to Juneau in total passenger traffic.

All travelers, not just tourists, are what Haines people and businesses are concerned with. Ferry traffic data shows considerable volume even in winter, almost none of which is tourist traffic.

Cruiseship traffic is much discussed but has had little impact in the last few years because Haines is bypassed for several reasons:

--nearly all the world's cruiseships are built outside the U.S. for economic reasons. U.S. ships must have U.S. crews and their wage demands make cruiseship operation unfeasible. Foreign ships with foreign crews comprise the entire Alaskan cruise trade. These ships are limited by the Jones Act to four stops at U.S. ports. In the Alaska trade Juneau, Sitka and Skagway are "must" stops, and Ketchikan receives almost all ships. Wrangell is a port of call for smaller cruiseships, and Haines receives only the overflow when the port of Skagway is jammed.

Juneau is a "must" port because it is the state capital, and has several local tours and the ability to handle large numbers of tourists.

Skagway is a "must" port because of its historic fame and the White Pass and Yukon Railroad excursions.

Sitka is a "must" port because of its historic Russian America heritage, and excellent local tours. It is also a convenient location for southbound ships departing Glacier Bay.

Ketchikan receives ships because it is the first major city in Alaska on the Inside Passage route, and has a good local tour and excellent shopping.

Air Tourists - The air tourist is the most economically beneficial for a community. Whether independent or on a tour, the air tourist must purchase lodging and food locally, which cruise people don't do, and he must purchase transportation while most ferry passengers bring their own.

However, only one tour operator offers Haines as part of any package tour, so the volume of these type of tourists is limited.

There are two main reasons package tours are limited in Haines:

1. Haines is not a frequent cruiseship stop, and most package air tours tie into cruiseship routes.
2. Motorcoach authority between Haines, Whitehorse and Fairbanks is a tangle of red tape and competing interests. This makes it difficult to schedule tours through Haines on a regular basis.

Air tourists of both the independent and package tour types do not visit Haines in volume.

Alaskan and Canadian Tourists - Juneau (population 20,000) and Whitehorse (population 13,000) are major cities within easy reach of Haines. The last several years have seen an increase in pleasure visitors from these two areas. The Haines Salmon Derby and the Southeast Alaska State Fair are two examples of local effort which attract people from these markets.

The Haines area is the most convenient access to the seacoast for motorists coming from Whitehorse and other points in the Yukon. Its popularity is increasing for recreation and vacation purposes for the Canadians.

(b) Future Outlook - Ferry traffic has been and will continue to be the dominant tourist market for Haines. Development of businesses and public facilities oriented to this market are considerations for Haines.

Some time ago in a 1972 survey cruiselines were asked what they look for in a port of call. They responded:

- The port should be within convenient running distance of the main route.
- The port should have a good local tour, and entertainment capable of handling passengers efficiently and pleasantly.
- The port should have adequate docking or lightering facilities.
- The port should have shopping opportunities.

Haines meets several of these criteria but its main drawback is proximity to Skagway, a "must" port. It is unlikely that ships will stop at both Haines and Skagway because they prefer a day's cruising between stops for the most efficient use of the ship.

The cruise ship potential of Haines is limited because of this, and it is not recommended that the community invest large amounts to attract them. Docks are not a requirement. All passengers are lightered into Sitka, for example, which will handle 89 ships in 1976.

Haines does have some cruiseship potential due to its nearness to Skagway. Skagway dock space is limited and there are no plans to expand just for cruiseships. The harbor is unsuitable for anchoring and lightering. Finally, Skagway can handle no more ships but more are scheduled to join the Alaska trade.

It is our opinion that ships which cannot get into Skagway would stop at Haines if they could be assured of adequate lightering and passenger satisfaction from bus tours, entertainment and shopping. It is our understanding that the local tour was a failure in servicing the four ship calls in 1975. One cruise line sails up Lynn Canal and back, stopping at neither Haines nor Skagway.

Haines probably will not rival the "big four" in cruise stops but there is potential for a significant increase in cruise stops through local action.

Even if Haines could only attract 20% of the cruiseship volume, that would be 10,000 passengers. This would be equal to about half of the existing ferry traffic into Haines for the entire summer season of 1975.

Clearly some effort would reap economic benefits, and the effort might best be spent in promotion, organization and preparation for handling those people. The main burden, as well as the main benefit, falls on the local bus tour operators to "package" a local tour and market it to the cruise passengers.

Chilkat State Park is likely to be developed in the future. Park development, Alaska-style, means additional campgrounds, picnic grounds, water in summer and perhaps a boat launch area for boats on trailers. In other words look for more camper and fishing visitors.

Kluane National Park in Canada is a long range development which will attract visitor traffic. It is likely to aid Haines through traffic of the camper type. Air tourists to Kluane will go through Whitehorse, most likely.

In summary, the future tourism outlook calls for increasing ferry traffic, possible increases in cruise traffic as an overflow port, and modest volume of air and package tour tourists if motorcoach authority is not resolved.

The largest increase is likely to be in the camper-type market. Tourism is not likely to become a year round industry complete with conventions and winter sports, but it is and will be a significant seasonal industry which can be enhanced by local effort.

(4) Transportation

(a) Present Status - The transportation industry in Haines is a combination of longshoring, ferry traffic, highway traffic, airline traffic, cruiseship traffic, barging, busses, taxis and the dock and highway facilities of the area.

Several factors contribute to its existence as one of the larger sectors of the economy. Longshoring is the largest employer and is severely affected by the timber industry slump. Most other transportation businesses are relatively unaffected.

Extensive ferry traffic data is available and is portrayed in the following tables. As stated in the tourism discussion, Haines is the largest volume passenger port behind Juneau and is the largest volume vehicle port on the entire system.

Table 13 shows passenger and vehicle traffic at Haines for the 1963-1975 period. 1975 traffic is nearly double that of 10 years before.

TABLE 13
Alaska Marine Highway Traffic
at the Port of Haines, 1963-1975

<u>Year</u>		<u>Passengers</u>		<u>Vehicles</u>	
		<u>Embarking</u>	<u>Dis- embarking</u>	<u>Embarking</u>	<u>Dis- embarking</u>
1975	Mainline	34,809	32,309	10,978	10,661
	LE CONTE	<u>5,360</u>	<u>6,165</u>	<u>1,508</u>	<u>1,751</u>
	Total	40,169	38,474	12,486	12,412
1974	Mainline	29,247	28,079	9,125	9,381
	LE CONTE	<u>4,035</u>	<u>3,859</u>	<u>897</u>	<u>904</u>
	Total	33,282	31,938	10,022	10,285

TABLE 13 (continued)

<u>Year</u>	<u>Passengers</u>		<u>Vehicles</u>	
	<u>Embarking</u>	<u>Dis- embarking</u>	<u>Embarking</u>	<u>Dis- embarking</u>
1973	34,947	31,270	10,378	9,379
1972	30,975	27,136	9,500	8,232
1971	28,123	24,185	8,885	7,964
1970	26,632	24,358	8,541	8,238
1969	24,579	22,247	8,104	7,631
1968	23,910	21,620	7,777	6,797
1967	25,505	23,378	7,381	6,415
1966	26,164	21,333	7,512	6,064
1965	24,477	19,355	6,600	5,128
1964	18,334	15,267	4,854	3,967
1963	15,346	12,535	4,209	3,086

Seasonal analysis of ferry traffic shown in Table 14 indicates that off-season traffic is increasing at a more rapid rate than summer season traffic.

TABLE 14

Summer Season Ferry Traffic, Port of Haines
Percent of Annual Traffic Occurring in
June, July and August

<u>Year</u>	<u>Passengers</u>		<u>Vehicles</u>	
	<u>Embarking</u>	<u>Disembarking</u>	<u>Embarking</u>	<u>Disembarking</u>
1975	56%	53%	50%	44%
1974	54	52	50	45
1973	59	59	54	52
1972	62	61	55	54
1971	60	59	55	54
1970	62	62	55	54

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TABLE 14 (continued)

<u>Year</u>	<u>Passengers</u>		<u>Vehicles</u>	
	<u>Embarking</u>	<u>Disembarking</u>	<u>Embarking</u>	<u>Disembarking</u>
1966	68%	65%	64%	60%
1963	70	68	70	68

(b) Future Outlook - Haines' role as the connection between the ferry system and the Alaska Highway will continue to be important for tourism, freight, local traffic and business travel.

An adequate lightering facility or float may encourage additional cruiseship stops.

Air transportation is a function of the population size plus business, government and tourism activity. It will increase as these factors increase.

The Skagway road should not dampen traffic through Haines but rather enhance it because it forms a driving loop for tourists. Trucking mileage through Haines to the interior will still be shorter and at gentler grade than the Skagway route.

Depending on the final selection of the gas line route, Haines may play a major role as a transshipment point.

The Haines area may play a minor transportation role in OCS development.

In summary, the Haines transportation industry is expected to grow due to the influences discussed.

(5) Mining

(a) Present Status - The Haines area currently contains no mining operations of economic significance. There are a few part-time gold miners in the area, but no operations that could be said to support employment of any kind.

Like the rest of Alaska, Haines was active in gold prospecting and mining operations around the turn of the century. Placer gold (about \$1,000,000) was mined in the Porcupine district, but large scale mining ceased about 1917.

The Klukwan iron ore deposit was discovered in 1899 and is an extremely large deposit of titaniferous magnetite ore in both lode and alluvial form. There are several billion tons of 13% magnetite iron. There are other deposits near Haines estimated at several billion tons but of lower grade ore, suspected to be less than 10%. The location of the Klukwan deposit is the east side of the Chilkat Valley north of town.

(b) Future Outlook - The Klukwan deposit may not be mined in the foreseeable future due to several factors: titaniferous ore requires more expensive refining; other world deposits are cheaper in extracting and shipping; the site is environmentally sensitive, due to its location on the Chilkat River, and a huge mining operation would be traumatic to the existing lifestyle of nearby Klukwan.

The technology of mining and primary processing simply has not been developed to the point where economic and environmental feasibility can be shown for development of the Klukwan deposit.

There are several copper, copper/nickel and asbestos ore deposits in the Yukon Territory northeast of Kluane National Park. These deposits are all located nearer the Alaska Highway and the Haines Cutoff than to Whitehorse and the railroad to Skagway.

If these deposits are developed then Haines may become the shipping seaport. The Canadian government has an aggressive northern development policy and the development of these deposits is more likely to occur than similar deposits in Alaska.

No mineral development is likely to occur in the Haines area in the foreseeable future.

(6) Outer Continental Shelf Development

(a) Present Status - The federal government has leased large offshore tracts in the Gulf of Alaska for exploration and development by petroleum companies. The prices paid for the leases indicate high interest and potential. Considerable activity is expected to begin in the very near future. In fact preparations have begun to some extent and the impact is beginning to be felt in the Gulf Coast communities.

Outer Continental Shelf (OCS) oil development in the Gulf of Alaska was examined for its possible impact on the Haines area.

(b) Future Outlook - It was concluded that minor trucking and shipping activity could occur in Haines due to OCS development. In addition, it is quite possible that employment similar to that of the trans-Alaska pipeline may result.

Employment in OCS activity for Haines people is likely to be less obtainable than on the pipeline. Much of the work is specialized in offshore construction and oil field work. These are highly unionized. The activity will be located outside the legal boundaries of Alaska making enforcement of "Alaska Hire" provisions a question. There will also be a labor force surplus when the pipeline is completed, causing more competition for jobs. The Gulf of Alaska OCS operation will not be as large scale as the pipeline which is the world's largest private construction project.

The OCS activity will be serviced via Seward, Cordova, Valdez and Yakutat. Major supplies such as components of offshore platforms will be transported to these ports or directly to the offshore sites. Other supplies will be stored at these ports or shipped to them from Anchorage, Fairbanks, Seattle and other west coast ports.

Still; Haines has a good industrial port facility, ferry service, and highway connections to the interior of Alaska and the "lower 48"; and is reasonably close to Yakutat via water and air. For these reasons there will possibly be some transportation activity in Haines associated with OCS development, though it is not likely to be of major proportions.

(7) Alaska Native Claims Settlement Act

(a) Present Status - There has been much discussion of what the impact of the Native Claims land and money will be on the Haines area.

The 23,040 acres to be selected by Klukwan, Inc. will be the largest private or corporate land holdings in the area. This land will be selected from the Chilkat and Chilkoot drainages.

Two groups of area Native people receive per capita cash distribution of the Settlement Act money. Klukwan, Inc. with 133 enrollees, most of which reside in the area, will receive \$90, \$81 and \$81 per year for years 3, 4, and 5, and have previously received \$185 for the first two years. Additional per capita cash distribution is expected for the second five years.

Haines-at-large enrollees number 153; the majority of whom are assumed to live in the area, receive no land. They do, however, receive a more substantial per capita cash distribution which started at \$500 per year and declines to \$450 per year by the tenth and final year of per capita distribution.

In Alaska, Alaska Natives will receive 2% of the state's mineral royalties up to a total of \$500,000,000. This may be in the form of per capita distribution and would be similar in amount to the present cash distribution.

(b) Future Outlook - Since Klukwan, Inc. is a profit making corporation, and intends to serve the best economic interests of its stockholders, the lands selected are likely to be the most valuable in the area. This would assumably include timberlands and recreational lands.

It may well be that the Klukwan land selections may contribute to a more sustained timber industry in the future of the Haines area. The corporation is interested in employment opportunities for its members, and the harvesting and processing of Native timber lands would provide some local employment.

In summary, the land selections are likely to have significant long-term impact on the Haines area because it is very probable timber, fisheries and recreational ventures will occur.

While the cash portion of the settlement is of lesser economic importance, it does slightly enhance the economic ability of the area's original people.

Finally, and perhaps most significantly, Klukwan, Inc. and the regional corporation, Sealaska, will have the economic ability to invest capital in substantial business ventures. If a solid prospect appears; a cold storage plant for example, then local interests have the ability to finance construction and operation. In the past, local interests have not had this ability.

This is not to say that a cold storage is a good immediate prospect, nor that Klukwan, Inc. or Sealaska would elect to invest. It is only to say that for the first time, some financial ability exists, which is controlled by people who live in the area.

(8) Cottage Industry

(a) Present Status - Cottage industry is generally considered to be small, home-based manufacturing operations usually making specialty products such as arts, crafts and food items.

The average annual employment survey was not designed to survey existing cottage industry. Yet, in the course of this study we came across some instances of it, and some people who felt cottage industry could be a more important factor in Haines.

Alaska has many people who have parlayed special skills or talent into businesses. But they have done this on their own and have succeeded by virtue of their effort and the saleability of their products.

(b) Future Outlook - To "develop" cottage industry is probably not something which the city or an economic development committee could do. It simply isn't the kind of thing which can be regimented, or willfully developed.

People in Haines do carve, paint and can salmon for sale, but they are limited by their own skill and effort, and the relatively small market for some of these specialty products.

We did find one instance where a cottage industry business could be expanded if a cold storage facility was available locally.

Custom smoked and canned salmon could be produced year round if a supply of fish could be made available by means of freezing.

(9) Arts and Crafts

(a) Present Status - The predominant arts and crafts operation in Haines is Alaska Indian Arts, Inc., a well-known operation which produces Tlingit art in various forms but primarily in wood carvings. In the spring of 1976, AIA employed twelve persons working in the arts.

In addition, several Native people in the area produce carvings in wood or silver, and others do beadwork and make clothing such as moccasins. There are two prominent and other less prominent local artists who paint.

The volume of visitor traffic aids in sales of arts and crafts. Also a large number of Hainesites have used arts and crafts as a part-time source of income from time to time. Thus a considerable pool of talent currently exists.

(b) Future Outlook - Because of location and because of the talent pool the potential exists in the Haines and Klukwan area for a cooperative of some sort which could assist with marketing. Perhaps it is more realistic for individual producers to sell through a coop, thus making a steady supply available to the markets; rather than attempt to change the lifestyle and production habits of dozens of individuals in an attempt to achieve regular production.

If coordinated marketing of Haines products were to occur, Haines could enhance its reputation as a supplier of quality arts and crafts. Were this to occur employment and personal income in arts and crafts would increase.

Future employment is expected to remain at current levels or increase slightly.

(10) Agriculture

(a) Present Status - One small vegetable farm presently exists in the Haines area. Summer temperatures and precipitation levels make Haines a better farming area than much of Southeastern Alaska.

(b) Future Outlook - According to soils information contained in this study the Haines area is not a prospect for major farming efforts. However, some excellent land does exist, and development

of additional small scale operations is a future possibility. Land Use Planning should consider that the best agricultural lands be preserved and not converted to other uses unless absolutely necessary.

(11) Gas Pipeline

(a) Present Status - There has been much discussion of the possible use of the Haines-Fairbanks 8-inch pipeline as a route for North Slope natural gas. Use of the corridor for a new line is also an object of discussion.

Presently the 25-year-old line is not in use and is reported to be in need of at least some repair. However the corridor is of most value and the cost of line renovation vs. new line construction may not be a deciding factor in line location.

There are several gas pipeline routes under consideration and the most serious routes are along the trans-Alaska oil pipeline corridor to Valdez or branching off to Cordova. Another route is through Canada to the Midwest and still another would parallel the Alaska Highway through Canada. No major firm or consortium has proposed a Haines route.

Yet the facts that a corridor exists, a road adjacent to the corridor, tank farm facilities and a deep water port exist, keeps Haines in the running as a possible gas pipeline terminus or distribution point for Southeast Alaska. A processing plant would be part of the port terminal complex for a gas line.

(b) Future Outlook - The simple fact that the Haines route is not one of the more prominent alternatives being promoted gives it only a distant chance of becoming the gas pipeline terminus.

If Haines were selected it would be in the fairly near future and within the planning period covered in this report.

Were the Alaska Highway route selected it would present the possibility for tapping the line at Haines Junction for distribution to Haines and Southeast Alaska.

Finally, if the Alaska Highway route were selected, Haines would receive considerable transshipment activity during the construction stage. A trans-Alaska route would create minor transportation activity similar to that caused by the trans-Alaska oil pipeline construction.

C. POPULATION FORECASTS FOR 1980 AND 1985

The main task of the economic forecaster is assessing the probability of future events which affect the economic base (and consequently the population dynamics) of a community. In the case of Haines, the concern is with questions such as: "how probable is it that the Klukwan iron ore deposit will be exploited?", "how probable is it that there will be lumber mill activity in the future?", "how probable is it that tourism will become a viable year round industry?", and "how probable is it that a fish processing operation will be started?"

These are examples of the evaluations made after investigating each of the major sources of economic change in Haines. Taken all together these assessments combine to form a picture of what is reasonable to expect for the future of Haines.

A range of projections is developed based on those things which could reasonably be expected to happen. The high projection of population and employment assumes that most of the things which could reasonably happen actually will. The low projection assumes that only a few of those things will actually occur. What actually will happen is most likely to be somewhere between the low and the high projection.

Economic forecasting is not an exact science. It is based on the best information we have at the time, and if we do an intelligent, thorough job of looking at current information and its background, we should be able to make reasonable future projections which will provide general guidance to people planning for the future of their community.

(1) Reasons for Changes in Haines' Population and Employment

Three factors which tend to impact changes in the community's population are analyzed for Haines as follows:

(a) Natural Increase, which is simply births minus deaths. For example; between 1970 and 1975 there were 152 births and 70 deaths for a net natural increase of 82 persons in the Haines census district. This accounted for only 14.5% of the total increase of 565 persons according to Department of Labor population estimates.

(b) Economic Change results in changes in the amount of employment available in an area and consequently impacts the population. This is by far the most important factor in population change and has accounted for 85.5% of the change since 1970. There have been

several sources of economic change since 1970 and these are: increased timber industry activity (until 1975); increased ferry system traffic and service; increased state budgets which result in state employment and public works construction as well as revenue sharing in local government; record salmon catches and prices in Lynn Canal; increased tourism (Alaskans, Canadians and Americans); Native Claims Act per capita cash distribution, and Tlingit-Haida housing program; and the side effects of the trans-Alaska pipeline construction on freight traffic, and as an employment source for Hainesites.

(c) "Lifestyle" - is another cause of population change; one which is not really measurable in terms of statistics. We know that people must have income to live, so lifestyle is not totally independent from economics. Yet it is an important factor when we try to explain population loss or gain in the area.

If, for example, the Haines area is analyzed strictly from an economic standpoint, it would be reasonable to predict a major exodus of population with the closure of both mills which employed over 200 persons in milling and related operations. Yet, this is not entirely so. Many persons prefer living in Haines and will do so almost regardless of economic conditions. They will live on less money, change jobs, work out of town, fish, collect unemployment, or hold several temporary or part-time jobs over a period of time.

In other words, many people's lifestyle in Haines is the dominant motive for residing there; not their occupation. If we assumed all mill workers and their dependents would move, we would be making the incorrect assumption that their occupations were the primary reasons for living in Haines in the first place. While many mill workers will leave and have already left, a significant proportion will stay and simply change their source of income in some manner.

Likewise, in good times when more and better paying jobs become available, many are taken by residents of the area who are "trading up" from part-time or lower paying jobs, unemployment, out of town work and so forth. This explains why gains in employment have not reflected as high a gain in population as one would expect from past economic growth.

Lifestyle, then, is a major factor which cushions the effect of economic ups and downs in the Haines area.

(2) Historic Population Trends

The population of the Haines area has shown substantial upward growth since the 1960 census. During this period, two Decennial U.S. Censuses have been conducted that provide a benchmark for analysis.

The 1960 Census shows a total of 875 persons in the Haines area. By 1970 this figure had grown to 1,504, an increase of 71.9%. This increase occurred primarily as a result of extensive expansion of the timber industry in the area. This growth approximated an annual rate

of 5.6% for the 10 year period. Continued and increased growth occurred between the 1970 Census of 1,504 persons and the July 1, 1975 Alaska Department of Labor estimate of 2,069 persons. This 37.6% growth was equivalent to a 6.5% annual rate or nearly 1% more than the annual rate between 1960 and 1970. The period 1960 to 1975 shows a 136.5% total growth or about 5.9% per year.

Table 15 summarizes historical growth rates.

TABLE 15
Haines Historical Growth Rates

<u>Years</u>	<u>Annual Increase</u>
1960-1975	5.9%
1960-1970	5.6
1970-1975	6.5

The Haines OEDP Report dated March 1975 estimates a city population of 1,366 and an area population of 1,980. This compares favorably to the Alaska Department of Labor estimate of 2,069 for July 1, 1975 and may be closer to the actual 1975 population.

A breakdown of the 1970 Census showing the distribution of population in the Haines area can be seen in the first table on the following page.

The Appendix to this study contains an analysis of the Haines community planning area population with respect to age, sex and race characteristics.

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1970 Census - Haines Area

Haines City	463
Port Chilkoot	220
Haines Outskirts	<u>442</u>
TOTAL CITY AREA	1,125
Klukwan	103
Terminal Reservations	50
Outlying Areas	<u>226</u>
TOTAL HAINES DISTRICT	1,504

Source: U.S. Census 1970.

The Haines population for each year since 1960 is estimated in the left hand column of Table 16. This gives us a year by year look at the growth of Haines in recent times.

TABLE 16
Haines Population Estimates 1960-1975

	<u>Haines</u>	Skagway <u>Yakutat</u>	Total Lynn Canal- <u>Icy Straits</u>
1960	875	2,070	2,945
1961	639	3,079	2,718
1962	755	2,088	2,843
1963	901	2,097	2,998
1964	1,004	2,106	3,110
1965	1,066	2,115	3,172
1966	1,070	2,124	3,194
1967	1,233	2,133	3,366

TABLE 16 (continued)

		Skagway	Total Lynn Canal- Icy Straits
	<u>Haines</u>	<u>Yakutat</u>	
1968	1,268	2,142	3,410
1969	1,469	2,151	3,620
1970	1,504	2,157	3,661
1971	1,637	2,144	3,781
1972	1,766	2,121	3,887
1973	1,902	2,205	4,107
1974	2,054	2,476	4,530
1975	2,069	2,732	4,801

Source: Alaska Department of Labor, Current Population estimates by Census Division 1960-1975.

Note: - Population estimates for the years 1961-1969 for Haines and Skagway-Yakutat are derived from Lynn Canal-Icy Straits total as follows: Skagway-Yakutat increase of 93 from 1960 to 1970 census was prorated over the period. The total for each year was then subtracted from the Department of Labor estimate for total Lynn Canal-Icy Straits with the remainder being Haines' population.

(3) Estimating Present Population

The population growth and employment opportunities were all increasing during the period of 1960 to 1975 as all the data shows. At the beginning of 1976 however, a drastic event occurred in the Haines area that will have a significant effect on future population and employment projections. Both of the major employers, that is the two sawmills, shut down operations. The consequence of this event, in the absence

of other employment opportunities, is to bring a halt to the growth rate. In fact, an out-migration occurred that will have a dampening effect on future projections.

Employment data for the present from the Average Annual Employment Survey is used to estimate present population.

Historically the ratio between population and employment in Haines has varied between about 2.8 and 3.4 persons for every job. The 2.8 persons per job is from 1970 when times were good and the 3.4 is from 1960 when the economy was not as good. On this basis, it is assumed that 3.5 persons per job applies to the present... a change reflecting less employment than in 1975 when the ratio was 3.3.

By estimating 1976 average annual employment to be 561 including 40 pipeline jobs (down from 633 in 1975), and then multiplying by 3.5 persons per job, we arrive at a 1976 population estimate for the Haines area of 1,964. Based on local observation and interviews, this figure appears reasonable. There has been some population loss in recent months, but not a great amount. Table 17 shows the 1976 population estimate.

TABLE 17
Population and Employment in Haines - 1960-1976

	<u>Population</u>	<u>Employment</u>	<u>Pop./Emp. Ratio</u>
1960	875	256 est.	3.4
1965	1,066 est.	347 est.	3.1
1970	1,504	542 est.	2.8
1975	2,069	593	3.5
1975	2,069	633 (pipeline)	3.3
1976	1,964 est.	521	3.8
1976	1,964 est.	561 (pipeline)	3.5

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Note: - The 1976 employment survey included 43 persons living in Haines but working on North Slope oil development projects in April. An average of 40 is assumed for all of 1976.

The effect of the shutdown of the two mills was to reduce average annual employment (basic employment) by 72 persons. This has also had its effect on population. Using a 3.5 ratio indicates a population of 1,964 or a decrease in population of just over 100 persons.

It is not expected that there will be a long term decline, as many persons will attempt to stay in the Haines area and take lower paying jobs or work out of town. However, with the completion of the trans-Alaska pipeline, those out of town jobs will become fewer, and it may force a further reduction in population. In projecting employment opportunities, it was not expected that all timber employment would be lost, but that only one mill would operate in the future and while both may be closed for most of 1976, one is expected to reopen in the near future.

(4) Future Population Projections

The 1964 Haines and Port Chilkoot Comprehensive Plan projected a 1980 population range of 2,850 for an extreme low and 6,240 for an extreme high with 3,600 as the most probable figure. The growth projected was probably over optimistic, as the likely event appears to be near or below the low projection.

The low projection however, is fairly close for having been made more than 10 years ago. The difficulty in projecting small numbers is that one significant event can completely change the whole outlook. For example, development of the Klukwan iron ore would substantially change

the population projections. On the same basis, closure of the Haines Cutoff would have a dramatic adverse effect on future population. It must be remembered that all population estimates are based on what is known today, and can be greatly affected by unseen future events.

Three methods can be used to project Haines population and employment:

- Projecting population based on the historic growth rates.
- Projecting population based on Haines' population relationship to the regional population of Southeastern Alaska.
- Projecting population based on expected future employment in the Haines area.

The first method results in high forecasts because the historical growth rates were calculated during periods of fairly rapid growth. We feel it is unlikely that these growth rates will be sustained through 1985. These forecasts will form the high side of our projections. After examining all the factors which could cause growth, it appears that Haines will experience a slower rate of growth than occurred during the 1960-75 period.

Based on historic growth rates applied to the 1976 population figure, this first method results in a 1980 population of 2,443 to 2,527; and a 1985 population of 3,208 to 3,461. Table 18 shows the results of projecting historic growth rates:

TABLE 18
Population Projections Based on Haines
Historic Annual Growth Rates
1977-1985

<u>Historic</u>		<u>1960-70</u> <u>Rate</u>	<u>1960-75</u> <u>Rate</u>	<u>1970-75</u> <u>Rate</u>
		5.6%	5.9%	6.5%
1960	875			
1965	1,066			
1970	1,504			
1975	2,069			
1976	1,964	1,964	1,964	1,964
<u>Projected</u>				
1977		2,074	2,080	2,092
1978		2,190	2,203	2,228
1979		2,313	2,333	2,373
1980		2,443	2,471	2,527
1981		2,580	2,617	2,691
1982		2,724	2,771	2,866
1983		2,877	2,934	3,052
1984		3,038	3,107	3,250
1985		3,208	3,290	3,461

The second method used was based on the historic relationship of the Haines population to the population of Southeast Alaska. The 1970 percentage of Haines' population to that of Southeast Alaska (3.5%) was

used as an average because the 4.1% of the last few years was felt to be too high with the closure of the mills. The Alaska Department of Labor projects a total population of 66,900 for the year 1980 in Southeast Alaska. If the 1970 relationship of 3.5% is applied, this results in a 1980 population of 2,342 for the Haines area, which falls into the same range as the previous projections. If we assume that Southeast Alaska will continue growing at the same rate, our 1985 projection for Haines would be 3,104.

Table 19 shows the past relationship between Haines and Southeast regional population plus projections for 1980 and 1985.

TABLE 19
Population Projections Based on Haines
Population as a Percent of Southeast Regional Population
1980-1985

	Southeast Alaska Region	Haines	Haines As A Percent Of Southeast
<u>Historic</u>			
1960	35,403	875	2.5%
1970	42,565	1,504	3.5
1971	43,088	1,637	3.8
1972	44,475	1,766	4.0
1973	46,417	1,902	4.1
1974	50,232	2,054	4.1
1975	50,438	2,069	4.1
<u>Projected</u>			
1980	66,900	2,342	3.5
1985	88,700	3,104	3.5

Source: 1960-1975 Alaska Department of Labor. 1980 Southeast is Labor estimate. 1985 Southeast assumes same growth for 1980-85 as estimated for 1975-80.

The third method of forecasting uses the relationship between population and employment. The projections developed here are intended to provide a low side to our series of estimates of future population.

In this projection we assume that no additional economic development occurs to 1980. Employment will remain at the 1976 level except that pipeline work will cease in 1977, causing a loss of 40 jobs from the 1976 level of 561 employed. Thus, 1980 employment is placed at 521. Using our maximum ratio of 3.5 people for every job, this projects to a population of 1,824 in 1980; (a loss of 140 persons from 1976).

Employment changes more rapidly than population, which must be considered when projecting population based on employment. From 1960 to 1970, for example, a period of increase in the Haines economy, employment rose at a rate slightly over 8% per year while population rose by only 5.6% per year.

We are anticipating the 1980-85 period to be one of growth for the Haines area. If the 1960-70 employment growth rate of 8% is projected, employment will total 765. Assuming the population/employment ratio will drop to a more normal 3.0 by 1985, the population would be 2,295 persons. Table 20 shows these projections of population based on employment.

TABLE 20

Population and Employment Projections Based on No
Additional Economic Development to 1980, Moderate
Development to 1985

<u>Historical</u>	<u>Population</u>	<u>Employment</u>	<u>Ratio</u>
1960	875	256	3.4
1965	1,066	347	3.1
1970	1,504	542	2.8
1975	2,067	633	3.3
1976	1,964	561	3.5 ^a
<u>Projected</u>			
1977	1,964	561	3.5
1978	---	---	---
1979	---	---	---
1980	1,824	521 ^b	3.5
1985	2,295	765 ^d	3.0 ^c

- a. Assumes people are reluctant to move, and will stay as long as possible without additional employment.
- b. No pipeline workers.
- c. Assumes population/employment ratio will decrease to become more in line with past trends.
- d. Assumes 8% employment growth rate, 1980-85.

(5) Population Projection Summary

The closure of the two mills has had a serious dampening effect on future population growth in the Haines area.

The results of the 1976 employment survey shows a definite decrease in employment from the 1975 level. The longer the mills are closed, the more population will be lost as workers are forced to move to seek other employment opportunities.

Several methods of projecting population were used and the results show a wide range depending on which assumptions are accepted.

Historic growth rates were applied to the 1976 population, as estimated from the employment survey.

These projections, ranging from 2,443 to 2,527 for 1980, and from 3,208 to 3,461 for 1985 assume that there will be no change in the historic growth rate in the Haines area. Since the closure of the two sawmills, however, this growth rate cannot be expected to apply in the absence of other employment.

The next step was to attempt to project future employment based on the 1976 survey. The survey shows 561 persons employed in 1976, with 40 of those being pipeline workers. This employment level was expected to continue through 1977 but would decrease by 40 after 1977 because of completion of the pipeline. Without these jobs, and with no replacements, the 1980 population, based on that level of employment, would be 1,824 persons.

This establishes a broad range of population for 1980 of between 1,824 and 2,443 persons. Another method shown earlier which projects Haines as a percentage of Southeast Alaska population, calculates a 1980 population of 2,324, and a 1985 level of 3,104.

With the high and low range now established, any increase in employment opportunities such as the opening of one of the mills or some new operations will tend to increase the population level. From the low range, for example, the addition of 50 employees would cause the 1980 population to be approximately 2,000 persons.

The lowest 1985 population projection is 2,295 based on a 1980 base population of 1,824 and an 8% employment growth from 1980 to 1985. The highest projection is 3,461, which would be the population if the 6.5% annual growth rate for 1970-75 is applied to the 1976 population estimate.

The difficulty with these projections is that one major event can produce dramatic changes because the size of the total population is small. These figures provide the best estimates available from existing information.

TABLE 21
Summary of Population Projections

	Historic Growth Rate Method			Percent of Southeast Region Method	Population/ Employment Method
	<u>5.6%</u>	<u>5.9%</u>	<u>6.5%</u>		
1976	1,964	1,964	1,964	1,964	1,964
1980	2,443	2,471	2,527	2,342	1,824
1985	3,208	3,290	3,461	3,104	2,295

Employing a balance of these three methods, it is our considered opinion that the most likely population for Haines will fall in the ranges shown below for 1980 and 1985:

1980 - 2,050 (low) to 2,250 (high)
1985 - 2,500 (low) to 3,000 (high)

At best, population projection for a small community, even for periods of less than 10 years, is more of an art than a science. Even so, there are some indicators that will produce a range of projections that is, at least, in the ballpark; and the conclusions of this section as to the 1980 and 1985 ranges have utilized the most reliable of these indicators.

Beyond 10 years, population projection is neither an art nor a science, and cannot claim even the dignity of an educated guess. The acceleration of social, economic and technological change in the world today is so rapid that one simply cannot foresee with any degree of certainty events 15 or 20 years hence. Nevertheless, a requirement of the contract for Phase I planning services calls for population projections to 1986 and 1996, in order to facilitate longer range capital improvement considerations, and for the purpose of complying with that regulation, the following range of projections, which constitute an adjusted extrapolation of the three methods employed in the 1980 and 1985 projections is offered:

1986 - 2,600 (low) to 3,100 (high)
1996 - 3,700 (low) to 4,200 (high)

III. ANALYSIS AND EVALUATION

This chapter of the plan provides a discussion, analysis and evaluation of the factual matters researched and presented in Chapters I. and II. It points out the needs, deficiencies, issues and opportunities of the Haines area, and provides direction to the development of Phase II of the Haines Comprehensive Plan.

The natural environment of the Haines area is conducive to a broad range of human activities. The physical location of the community provides spectacular scenery, and the magnificent combination of waterfront, mountains, glaciers, fiords and forests that is unique to Southeast Alaska.

The soils of the area are basically satisfactory for building construction purposes; although prudent engineering practice calls for soil and foundation material testing to be accomplished prior to design and construction of substantial structures. Neither the Soil Conservation Service nor the University of Alaska Agricultural Extension Service share the enthusiasm of many local people with respect to the potential for economically feasible agricultural operations in the Haines area. Yet traditional and recent successful experiences seem to confirm that while the Haines area is certainly not a verdant and fertile valley, small-scale gardening and specialty agricultural production can be pursued with moderate success. Clearly, the land use planning process must recognize even this limited potential, and carefully examine the need for protection of appropriate areas from incompatible exploitation.

The Haines area lies in an active earthquake zone; and while the community has not suffered a damaging quake in modern times, the potential for such an occurrence should be kept in mind, and sound

engineering practices observed with regard to major construction or public works projects.

Within the City of Haines, population density is found to be about 575 persons per square mile, assuming a current City population of approximately 1,300. Considering that the density for the Haines Borough is estimated to be 0.75 persons per square mile, the City, which contains about 2/3 of the Borough's population, is obviously the established base of human settlement. The population density of a community is an indicator of the nature of the town...literally where it falls on a scale that might range from a sparsely populated rural hamlet to a crowded urban center. In the case of Haines, both the density and the analysis of land use indicate an active small urban area that contains ample space for growth and development without sacrifice of its pleasant small town characteristics.

The total population of the area is not large enough to attract major trade outlets which depend on high volume sales, but is sufficient to sustain local retail outlets providing a fairly comprehensive range of goods and services.

A land use plan contemplated as a major element of the Haines Comprehensive Plan (Phase II) will address the task of balancing existing patterns of community land use with the goals and objectives of Hainesites in the preparation of a practical guide to the growth and development of the community.

Evaluation of the land status shows a very favorable balance of public and private land ownership in both the City and the Haines Community Planning area, indicating a broad range of development potential that will be complementary to and compatible with existing and proposed

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governmental projects such as the Chilkat State Park and the enlargement of the Haines Small Boat Harbor.

The housing in Haines, considering the age of the community and the marginal economic conditions that have prevailed over much of its history, is in surprisingly sound condition, with less than 5% of the 349 dwelling units found to be so deficient as to be considered uninhabitable. The units classed as substandard constitute over 22% of the inventory, but improvement is likely to be directly proportionate to the state of the local economy, as maintenance of a safe and decent home is normally a high priority for most people. Investigation of the various federal and/or state programs that can be of assistance in residential rehabilitation efforts is also an indicated element of Phase II of the planning program.

With respect to community facilities and services; although many deficiencies were noted and will be discussed here, the range and quality of facilities and services provided is outstanding for a community the size of Haines, and indicates that the City's public officials have seriously attempted to meet the needs of the people of the community. Phase II will provide a Community Facilities Plan which will relate the needs to the City's overall revenues and fiscal ability to make improvements to its facilities and services.

City and Borough administrative office space is adequate for the present operations. The Police and Fire Departments, however, are operating under crowded and inefficient conditions. Research should be conducted with respect to the feasibility of a municipal building to accomodate these public safety functions and the administrative offices in a central location.

The Public Works Department has broad responsibilities for maintenance and operation of the sewer and water utilities, as well as maintenance and construction of roads, parks, cemeteries, drainage structures and the boat harbor. The needs of this function for additional vehicle housing, covered storage space for materials, and a secure storage space for materials, and a secure storage structure for valuable equipment should be addressed in the Community Facilities Plan. The inflow and infiltration problems currently being experienced by the sewer facility will require careful engineering, and most likely a major rehabilitation effort to sections of the old sewer collection lines to correct.

The privately-owned electric utility plant and equipment, although old, are maintained in good condition, and the utility is currently adequate to serve the power needs of the community. For several years, the Schnabel Lumber Company has been working on the construction of a wood-fired steam/electric generating facility at its Lutak Inlet Mill with an output sufficient to supply the electrical power requirements of the entire community. This generator, in addition to ameliorating the fossil fuel consumption of the diesel units now in use, would serve to lessen the problems currently experienced by the lumber company in meeting air quality standards. Haines Light and Power would, under such an arrangement, purchase power from Schnabel Lumber Company for distribution to its customers, and would maintain its generators as "stand-by" capacity. The current depressed condition of the timber industry and consequent shut-down of the mill makes the completion and viability of this unique power system less probable at this time, but research into this and other alternative power sources should continue, as development of the downtown commercial area will be inhibited by the current location, noise and industrial appearance of the in-town power plant. Relocation of the present plant should be a long-range objective of Haines.

The new sanitary landfill site is a well planned facility, and should adequately serve the community for 5 - 10 years before expansion will be required.

The over 10,000 volumes available at the Haines Public Library constitutes a good collection for a community of this size, but the physical space used by the library has become totally inadequate to serve the needs of the users.

The Sheldon Museum, with its excellent collections and enthusiastic volunteers is one of Haines most impressive cultural facilities. Actual construction of the new building for the Museum is now under way and should continue to enjoy broad and enthusiastic community support.

The small but efficient police force does a capable job of meeting its responsibilities. The depressed state of the local economy does not make it likely that an increase in personnel strength will be a current priority of the City, but the need for future expansion of the police function and the relocation of its office and jail facility to a central municipal building should be a consideration in community facilities planning.

The Haines Volunteer Fire Department has long been one of Southeast Alaska's most highly respected fire-fighting organizations. While two of the pump trucks are 14 and 17 years old and will eventually need replacement, the real pressing need of the Fire Department at this time is for more adequate fire station space for parking and maintenance of vehicles and storage of equipment. The development of a new fire station facility, perhaps in a combined public safety and administrative building as discussed previously, should be a high priority item in the Community Facilities Plan.

School system facilities are all in sound condition, and except for an expressed need by school officials for additional office and storage space, and improvements to the High School heating and ventilating system, are adequate for present educational needs. A vocational education facility is desired to expand the scope of services offered by the educational system, and such a structure, along with the athletic and track areas currently being developed, would essentially use up the balance of the 16 acre in-town site owned by the Haines Borough. A broadly-based Community Education Program is currently being developed. Such programs in other communities have resulted in many benefits in addition to making school facilities more available to non-students in the community. These benefits have been particularly evident in improved communications among people in a town which, in turn, works toward a better and more cohesive community.

An unusually active group of cultural, religious and civic organizations serves the community well, and adds much to the quality of life in Haines.

Recreational facilities opportunities are another outstanding feature in the Haines area, and show evidence of participation by many sectors of the community. Good advantage is being taken of the scenic setting and historic aspects of Haines in the development of parks and trails, and the upcoming work on the proposed Chilkat State Park will further enhance the open-space use opportunities for residents and visitors alike. Besides being esthetically pleasing additions to a community, scenic trails, adequate camping locations and pleasant parks are a major factor in attracting and retaining visitor interest and desire to return. Haines, as a marine/surface transportation hub, should take maximum advantage of the opportunities created by the many travelers that visit each year. The City has adopted a plan for the

development of recreation areas and connecting trails, and the coordination of this plan with the plans of other agencies and groups will be one of the tasks involved in the preparation of the Community Facilities Plan.

The recent departure of the Dentist from Haines leaves a gap in the otherwise impressive health services locally available, and it is hoped that the recruiting efforts currently underway will shortly remedy this deficiency. The Public Health Nurse has stated the need for some additional equipment; and various members of the community have expressed concern for a more active and regular mental health program than is presently possible considering that the Regional Psychologist visits the community only on a monthly basis.

The 6.5 acres of developed area in the City Cemetery is felt to be adequate for at least another 10 years. Both the Haines Cemetery on Sawmill Road, and the Historical Cemetery in Tlingit Park are in need of restoration, clean-up, landscaping and adjustment of headstones to facilitate mowing as well as more regular maintenance.

Telephone service, both local and long distance appears to be adequate for the present, and has excess capacity sufficient to accommodate community expansion. The Chilkat Valley News is a weekly (generally) newspaper that does an excellent job of covering local news and providing a forum for the discussion and debate of community issues. Many local persons have expressed the desire for the paper to be published more regularly; that is, closer to the "weekly" than to the "generally" stated in the masthead, but the paper is well respected statewide as well as locally. The Haines Shoppers Guide also helps to fill the desire for news of local events and upcoming programs. Although the Haines Network Television, through its network

television programming and Juneau radio station rebroadcasting does a good job of keeping Hainesites aware of regional, statewide, national and worldwide news and current events, there is an obvious need for additional dissemination of local news, issues and "gossip" than is currently available. Much discussion has been conducted with regard to the establishment of a small FM public-broadcast radio station in Haines to achieve the frequently stated objective of improving local communications. It is hoped that further pursuit of this practical idea will be incorporated both into the Community Education Program and the Phase II planning program so that expeditious decisions can be made and the necessary actions taken.

In general, the surface transportation (road) network is in good condition and adequate to handle present community and traveling public needs, and the Highway Department and City Public Works personnel do a generally competent job of snow clearance and maintenance of the area's roads. Phase II of the planning program would address the question of re-routing of the Haines Cutoff Highway on the U.S. side before paving in order to reduce grades and make the route more attractive to freight carriers.

The protected deepwater characteristics of the Lutak Inlet give Haines the potential of being the finest port in Southeast Alaska. The negotiations regarding acquisition of the Haines Dry Cargo Dock (Lutak dock facility) appear to be coming to fruition at this time, and will do much to enhance the community's opportunities in marine transportation activity. Once under local control, consideration should be given to fender replacement as well as the necessary dredging to increase the 30 to 35 foot depth of water now available at the dock face at low tide. Phase II will address the feasibility of further implementing the recommendations recently made in the Port Development Study.

Fishing fleet and small boat activity has increased dramatically in the Haines area in recent years, and the small boat harbor has become totally inadequate to serve the needs of the community and transient watercraft. Work is currently underway on a new breakwater and dredging project which will effectively triple the area available for floats and other facilities in the harbor. The Division of Waters and Harbors of the Alaska Department of Public Works is currently designing the layout of improvements within the protected area; the construction of which will be dependent on the availability of funding. When completed, the Haines Small Boat Harbor will be a modern and adequate facility.

One program which need not await massive state or federal grant funding, however, is a general cleanup of the Portage Cove waterfront area. Such an undertaking could be accomplished by a combination of civic organizations, volunteers and City forces and equipment, and would go a long way toward upgrading the visual impact of this naturally beautiful area for residents and visitors alike.

The Haines Airport, while well located and situated on an adequate tract of land is actually not an airport, but rather a landing facility. The air traffic is steadily increasing and the potential for attracting airborne tourists would be greatly enhanced by upgrading of the airstrip facilities. Runway lighting, construction of an adequate terminal building with adjacent parking, separation of landside and airside traffic ways and preparation of an overall airport development plan are matters that should be actively pursued with the State Division of Aviation.

Much of the economic analysis and evaluation is contained within the body of the Economic Base Study as it pertains to each sector of industry within the Haines economy. Several items of special economic interest, however, deserve particular mention:

A fish processing facility in the Haines area appears to be one of the most promising economic development prospects. There are several factors favoring such a development including interest expressed by a major fisheries firm. Local participation and interest could aid in the establishment of such a facility. Interest has also been expressed locally in a fish hatchery in the upper Lynn Canal area. While the runs in the Chilkat and Chilkoot drainages have not deteriorated significantly, anything that would aid in maintaining good levels of returning salmon to the area would naturally enhance the continued viability of the Haines fishery and should be encouraged.

Tourist traffic will increase, but the economic benefit will be largely dependent on the actions taken by local businesses to provide tours, services and amenities attractive to the various types of tourists and travelers. Tourism in Klukwan has traditionally been inhibited by the location of the U.S. Customs and Immigration station in Haines. Traffic is hesitant to stop between the Canadian border and the station because of Customs regulations. This situation will be corrected with construction of the new station at the border. Thus, tourism could be more significant if the people of Klukwan wish to encourage visitors.

The transportation industry is so diverse that it is affected by virtually every economic activity. It will continue to grow from influences such as gas pipeline activity, timber, tourism, timber, fish processing, freight and other activities. Local control and planning of waterfront facilities can aid in the development of this important sector of the Haines economy.

It now appears that the possibility of an Alaska Highway natural gas pipeline route is coming under more serious consideration in Washington, D.C. The community should stay carefully aware of this matter in order to plan for construction impact and development possibilities that might occur were an Alaska Highway route eventually selected.

IV. GOALS AND OBJECTIVES

The purpose of this chapter is to provide an abstract of the citizen participation that has been a part of Phase I; and from the input of local citizens, to articulate a set of goals and objectives for Haines that will provide direction to the preparation of the Comprehensive Plan in Phase II of the planning process.

One of the most important aspects of the Phase I project involved the community questionnaires; the 3 public meetings; the establishment of 3 study groups which devoted many hours of discussion and deliberation to the topics of economic development, social development and community services; and the conversations with community leaders and ordinary citizens...in short; the gaining of a degree of insight as to what the local people want to happen in Haines.

The three volunteer Study Groups met for a total of almost 200 "person/hours", and discussed a broad range of physical, social, economic and environmental issues that bear on the future growth and development of Haines. Some of the ideas discussed involved topics of immediate and practical application, while others were more esoteric and concerned with long-range future potential. Each is equally valuable to the study, however, as they represent a cross-section of opinion in Haines, and an important indication of the types of policy direction that the local people desire to see their elected officials pursue for their community.

The following is a brief summary (by major topic) of the discussions addressed at the 8 individual meetings of the groups:

Education - The community education concept was advanced as well as the need for vocational education geared to community employment

opportunities; the possibilities of a skill center; a municipal police academy; a "folk school" with respect to arts and crafts; and an increased effort in day-care for pre-school children.

Transportation - Discussion included a broad range of transportation issues ranging from the development of a snow removal plan to the advantages that might accrue to Haines as a result of an express (Haines to Seattle) State ferry run. Also deliberated were such topics as an "on-call" bus service for local transportation, charter boat and lightering services, airport improvements and expansion, year-round trails, and local control of the major dock facility at Lutak Inlet.

Fisheries - In addition to discussion of the pros and cons of limited entry, discussion included questions of the feasibility of a hatchery, a cooperative cold storage and a fish processing facility. Suggested also was a local tax on non-resident commercial fishermen.

While timber and mining were discussed, the present uncertainties regarding these industries lead the study group to conclude that the market conditions and other factors impacting these economic sectors were not matters that could be altered by local action.

Tourism received a great amount of discussion, and included a number of attitudinal suggestions that could hopefully improve the image of Haines as a pleasant place to visit. These comments involved town cleanup and spruce-up activities, friendly and hospitable treatment of visitors and adoption of an overall "theme" that would enhance visitor interest in the community. Other topics touched on the Chilkat State Park, local bus tours, crafts workshops, Chilkat Dancers, a "living village", entertainment, and other attractions and amenities that might heighten the appeal of Haines to tours and individual travelers.

Energy and petroleum were well discussed from a number of varying viewpoints. Interest ranged from exploration of alternative electrical power sources (including tidal power, hydro, wind power, and Schnabel Lumber's unique wood-fired steam/electric possibility) to expressions of support for an Alaska Highway route for Prudhoe Bay natural gas, which might open up several possibilities for Haines through utilization of the military pipeline corridor, tank farm and POL dock facilities.

Health and social services discussions, besides expressing concern for recruiting a dentist for Haines, stated the need for better mental health programs, including marriage, family, alcohol and drug counseling; a "crisis line", and a preventative medicine program.

Library deliberations indicated a desire for the Borough, under its educational power, to assume responsibility for library services in order that the facility might be expanded and coordinated with the other library services available. Broadening of service to include satellite facilities and/or a bookmobile was also suggested along with the desire to have records, films, tapes, microfilm and other media more readily available.

Discussions that related to the Museum and historic preservation encouraged community support of the new building, and better utilization of the excellent collections contained in the facility. Within this general topic, thought was also given to the creation of a "historic district" which might include the Mission property, Tlingit Park, Fort William H. Seward and the intervening waterfront areas. Restoration and development of the historic Dalton Trail came in for discussion, as well as identification and restoration of key archeological sites, cannery properties and historic cemeteries.

Communications discussions centered on the need to keep local people informed as to what was happening in the community, and included suggestions regarding a community bulletin board, local informational programming on the cable television channels, addition of a local radio channel to the system, and the need for more frequent publication of the local newspaper. Educational t.v., use of the Canadian satellite and a civil defense radio network were also topics of discussion, but the recurring theme that ran through each of the study groups deliberations favored the establishment of a small FM public broadcasting facility in Haines for the dissemination of local news and announcements, and the forum it would provide for discussion and debate of local issues as well as general interest non-commercial radio programming.

Native affairs discussion brought out the need for improved communications between the Native and non-Native communities. The potential for the community education program to assist in building this "bridge" and the importance of the older Tlingit people passing on their skills, crafts and traditions were major topics of discussion, as was the desirability of more active Native participation in civic and political affairs in Haines.

Deliberation of the subject of trade and services revealed concern over the continuing shortages of dairy products and fresh produce during the tourist season, and included discussion of cooperative buying ventures, and the need in the school system for courses in retailing and distributive trades. Also touched on in these discussions was the question of desirability of gift shops or outlets for local arts and crafts work being located in the proximity of cruise ship docking or lightering facilities.

Recreation was discussed in considerable depth by two of the study groups with a host of ideas emerging including a clearinghouse for the trade, sale or loan of sports and recreational equipment, and some improved method of disseminating information on recreation activities in the community. Interest was high in development of the trail system for year-round use and a center for winter youth activities. Social and recreational programs for the senior citizens was a topic of discussion, as was the potential for community education to be effective in devising programs of this type including arts and crafts and a broad parks and recreation program. Protection of wildlife habitat to maintain recreational quality; the need for a youth hostel; scuba diving and the desire for an indoor swimming pool were the other subjects touched on in this broad-ranging discussion.

In the field of public safety, crime prevention and the need for dispatcher services; along with the Fire Department's pressing need for vehicle and equipment housing and storage, were the principal topics of discussion. The need for additional fire hydrants was also stated.

Water and sewer facilities as well as solid waste disposal were topics of discussion, and brought forth suggestions for energy conservation through use of methane gas; use of sewer sludge for fertilizer and other "recycling" ideas. Segregation of materials or incineration at the landfill site to reduce the volume of buried matter and to aid in recycling efforts was also deliberated. Community facilities discussions also produced concern at the condition of the City Cemetery, and the desire for the development of a site plan for the facility as well as a general cleanup and landscaping program to be pursued. Renewal of the Tlingit Park Historical Cemetery and other significant burial grounds was also addressed in this discussion.

The desirability of home rule for the City of Haines was the recurring theme of the discussions concerning local government. More efficient use of personnel, improvement of the tax base and annexation of the tank farm and Lutak Inlet dock facilities were brought up in this discussion, as was the need for Native representation on local governmental bodies. An interesting suggestion was concerned with the development of a "file" of special skills possessed by local citizens who might volunteer to make their specialized knowledge available to the City Council as a civic contribution from time to time as required; the intent being to make more knowledgeable public input available to the City government.

Goals and objectives are statements of needs, directions and desired trends that are used to develop public policies, plans and programs in a community. The definitions used in this study are as follows:

- GOALS - are broad, general statements of desirable ends. They are targets, or ideals to work toward.
- OBJECTIVES - are more specific statements of intent. They establish direction toward a goal, and are capable of achievement within a foreseeable time span.

The citizen participation element of the Phase I planning program included 3 public meetings, 8 meetings of the study groups, 3 Planning Commission work sessions, analysis of 45 completed community questionnaires, and conversations with many local citizens. It is estimated that over 120 individual Haines residents participated in these deliberations. The following planning goals and objectives are felt to be the sum of the public input achieved during the citizen participation effort:

COMMUNITY GOAL

TO MAINTAIN AND ENHANCE THE QUALITY OF LIFE IN HAINES THAT MAKES THE
COMMUNITY A GOOD PLACE TO LIVE.

Economic Development

GOAL

A HEALTHY, VIABLE AND STABLE ECONOMY

OBJECTIVES*

1. Achieve local control of the major port facilities
2. Strengthen and encourage the tourism sector of the economy
3. Encourage the development of fish processing facilities
4. Investigate the feasibility of economically beneficial uses of locally available limestone and clay deposits
5. Develop a positive local position regarding an Alaska Highway natural gas pipeline route
6. Seek timber processing opportunities
7. Develop a broader range of locally available goods and services

Social Development

GOAL

A GOOD COMMUNITY IN WHICH TO LIVE, WORK, PLAY AND RAISE FAMILIES

OBJECTIVES*

1. Develop a strong and comprehensive community education program
2. Improve health care services
3. Assist and encourage preservation of the historical assets of the community, including Native culture and artifacts, Fort William Henry Seward, and the permanent home of the Sheldon Museum.
4. Encourage expansion of library facilities and services
5. Improve social relations between the Native and non-Native peoples
6. Assist and encourage arts, drama and music activities in Haines
7. Develop broader year-round recreational opportunities for all age groups
8. Improve day-care facilities and services

* The numbers shown by the individual objectives are for convenience of discussion only, and DO NOT indicate any order of priority.

Community Services

GOAL

A FULL RANGE OF NECESSARY AND DESIRABLE COMMUNITY SERVICES

OBJECTIVES*

1. Continue to improve public safety programs, facilities and services
2. Improve and redevelop local cemeteries
3. Develop local public-broadcast radio
4. Encourage vocational education facilities and programs
5. Work toward home-rule (governmental) status
6. Improve the water and sewer utilities
7. Maintain and continue to develop the parks/trails system
8. Seek increased efficiency and economy in local governmental operations

Phase II of the planning program will continue the public participation that provided the basis of these goals and objectives, and will further detail the objectives. Recommendations will include alternative policy determinations that the City Council may consider which will be designed to work toward the accomplishment of these detailed objectives.

It should be remembered that all sectors of the community have a stake in and a responsibility for the type of community that Haines will become in the 5 - 10 year period coming up. Phase II will make recommendations not only to the local governmental unit, but to the business community, civic organizations, special interest groups and others that can assist in achieving the overall goal of making Haines a good place to live.

* The numbers shown by the individual objectives are for convenience of discussion only, and DO NOT indicate any order of priority.

V. GENERAL COMMENTS

In the course of the Phase I study, several subjects were touched upon that are felt to be worthy of some additional mention. These matters are narratively discussed herein.

Probably the greatest "need" found in Haines is not physical, economic or environmental, but is the social need for a stronger "sense of community". Broad participation in the Community Education Program, encouragement of civic organization assistance in projects such as waterfront cleanup, museum construction, Historic Cemetery restoration, etc. and continued efforts to improve communications between the Native and non-Native communities can help in developing this overall civic conscience.

Despite the fact that home rule status for the Haines Borough was defeated in a recent referendum on the subject, much interest was indicated during the course of this study for the City of Haines to achieve home rule status. This possibility should be thoroughly investigated, and should be one of the important areas addressed in Phase II of the planning program.

The importance of the potential of the Haines Cutoff Highway cannot be emphasized too strongly. The development by the Canadian government of the Kluane National Park, and the establishment by Congress of the Klondike Gold Rush National Historical Park, along with the scheduling of development work in the proposed Chilkat State Park will open up a number of possibilities for maximizing the benefits of tourism in the Haines area. In addition to the attractiveness of a Parks Tour potential, the transportation sector of the Haines economy can look forward to continued development of mining activity in the Yukon, much of which will in the future find it more expedient to ship primary-processed

mineral concentrates over the highway to the Port of Haines than going through Whitehorse and the narrow-gauge railroad to Skagway.

The building in which the library is housed has become totally inadequate, and the Haines Borough should be urged to assume the responsibility for the library under its educational power, and move to fully integrate the service into an areawide function.

During the final Phase I public meeting, the subject of retirement of senior citizens in Haines was brought up as a possibility. A glance at the population analysis contained in the Appendix to this report will confirm the fact that the tendency of older Alaskans to leave the state upon retirement is not as prevalent in Haines as in most Alaskan communities. Adoption of a positive community attitude towards visitors and travelers goes a long way towards impressing people with the friendliness of a town, and encourages thinking of the community as a nice place to spend ones retirement years.

A final comment...Haines is a well-located community with a spectacular physical setting, a favorable natural environment, a wealth of cultural and historical attractions, and a nucleus of civic minded citizens. Despite the present depressed state of the local economy, the potential exists for a sound fisheries sector, an improved transportation and tourism sector, and other advances in the viability and stability of Haines' economic base. Enthusiasm alone will not achieve these goals, but working together to reach the objectives expressed in this report and agreeing on the policies that will emerge from the planning process will go a long way towards making Haines into the kind of community that it has the potential to become.

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APPENDICES

- Appendix 1 - Analysis of Haines population data derived from the 1970 decennial Census and State and University sources.
- Appendix 2 - Maps indicating major faults and other lineaments for (a) the Haines area, and (b) Southeastern Alaska.
- Appendix 3 - Not available at the time of publication of this report; will consist of a detailed topographic map of the City of Haines.

The following table is interpolated from information contained in the U.S. Census Bureau PC(1)-B3 Alaska (General Population Characteristics report of the 1970 decennial Census for the Haines Census Division. This data covers Enumeration Districts 02 (Haines), 03 (Port Chilkoot), and 05 (Haines outskirts); the sum of which is basically equivalent to the Haines Community Planning Area. Not included are ED 04 (Eldred Rock, Letnikof Cove, Moose Valley, Pleasant Camp, Mosquito Lake, St. James Bay), ED 06 (Klukwan) or ED 07 (Terminal Reservation).

Haines Community Planning Area
Resident Age and Sex Characteristics; 1970

AGE	MALE	FEMALE	TOTALS	% OF TOTAL
Under 5 yrs.	58	52	111	10
5 - 9	63	61	125	11
10 - 14	77	58	136	12
15 - 19	46	54	100	9
20 - 24	32	40	72	6
25 - 29	42	38	80	8
30 - 34	37	40	77	7
35 - 39	38	35	73	6
40 - 44	32	28	60	5
45 - 49	44	28	73	6
50 - 54	39	32	71	6
55 - 59	41	20	61	5
60 - 64	18	16	34	3
65 - 69	10	11	21	2
70 - 74	8	8	16	2
75 and over	5	14	19	2
Under 18 yrs.	237	218	455	40
Over 65 yrs.	23	33	56	5
MEDIAN AGE	27.2	25.1	26.2	

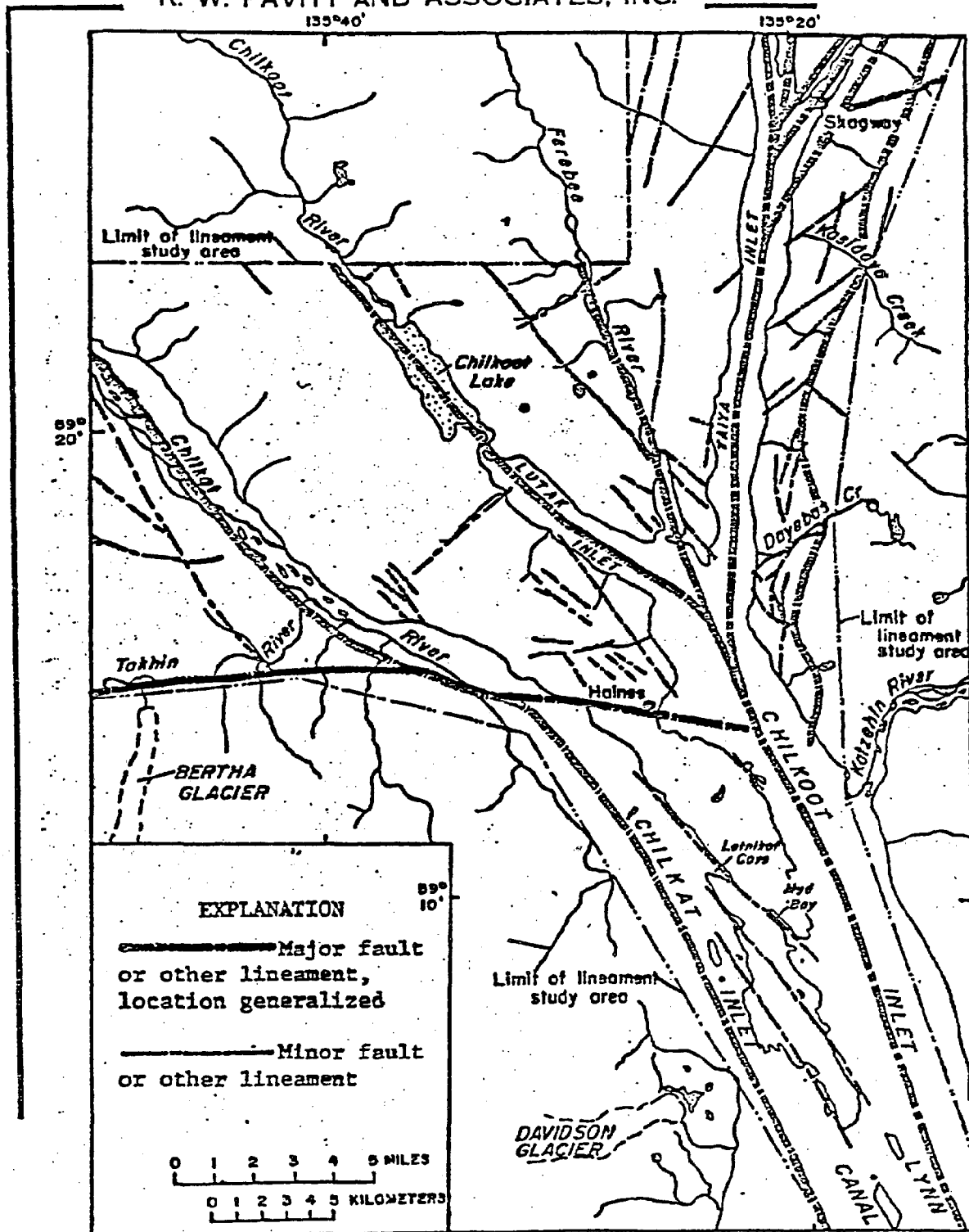
The 1970 Census data indicates that 328 Alaskan Natives resided in the Haines Census Division, but does not give the distribution of the Native population by ED's. The Institute of Social, Economic and Government Research of the University of Alaska, in its publication Age and Race by Sex Characteristics of Alaska's Village Population, indicates 109 Natives in Haines, 52 in Port Chilkoot and 92 in Klukwan. (Those are

the only places covered in the publication within the Haines Census Division). Assuming the correctness of both publications, the Native people comprised 21.9% of the total population of the Census Division. The Native population of 109 in Haines was 23.5% of the total population and the 52 Natives in Port Chilkoot made up 23.6 of that community's total residents. Eliminating Klukwan, which is 92% Native, and assuming a small Native count for Eldred Rock, St. James Bay, Letnikof Cove and other areas not included, it is concluded that the Native population of the Haines Community Planning Area in 1970 was 252, which is equivalent to 22.4% of the 1,125 total residents in the area at that time.

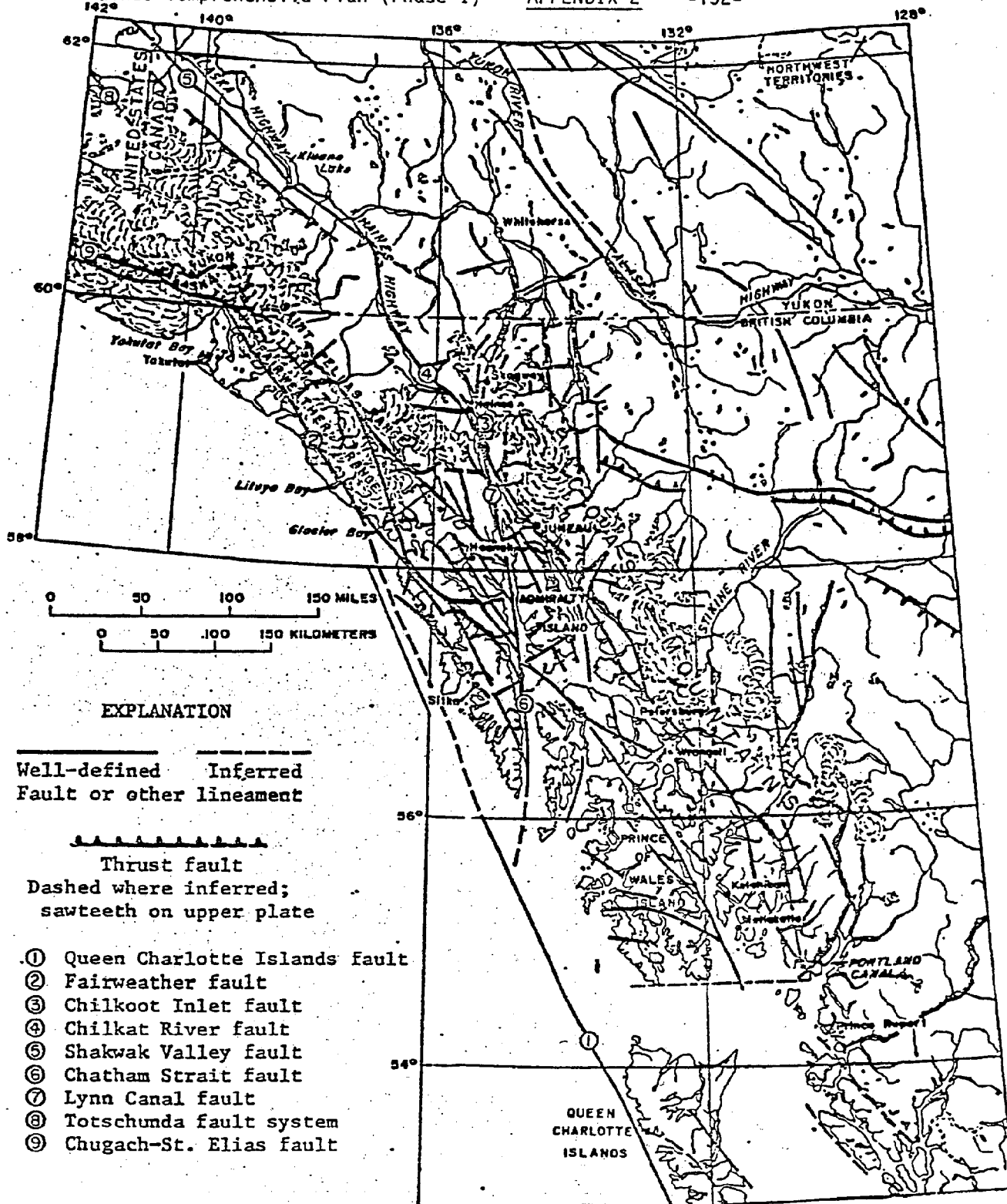
The Haines population, both Native and non-Native, is significantly older than that of the State as a whole. In the Haines Census Division, 6.4% of the people are 62 years of age or older, while only 1.8% of the State's population is in that age group. Similarly, the median age of 26.2 years in Haines is exceeded only by Valdez (27.7), Prince of Wales (27.2) and Seward (28.7) Census Divisions; and is substantially higher than the statewide median age of 22.9

Phase II will address the significance of this population analysis as it relates to land use, employment opportunities and needs, and community facilities in the community.

R. W. PAVITT AND ASSOCIATES, INC.



Map of Haines area and vicinity showing faults or other lineaments. Taken from Twenhofel and Sainsbury (1958), Robertson (1959; unpub. data), Gabrielse and Wheeler (1961); with additions by Lemke and Yehle (1972) based upon airphoto and map interpretations.



Map of Southeastern Alaska and adjacent Canada showing major faults and selected other lineaments interpreted to be probable or possible faults, shear zones, or joints. Taken from St. Amand (1957), Twenhofel and Sainsbury (1958), Gabrielse and Wheeler (1961), Brew and others (1966), Tobin and Sykes (1968), Geological Survey of Canada (1969a; 1969b), King (1969), Plafker (1969, 1971), Souther (1970), Richter and Matson (1971) with additions and modifications by Lemke & Yehle (1972)

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The outstanding public participation in the preparation of this study indicates a strong interest among the citizens of Haines in maintaining an active voice in the growth and development of their community. The excellent support of the Haines City Council and the continuing and enthusiastic participation of the Haines Planning Commission provided the leadership for this Phase I planning project.

HAINES CITY COUNCIL

Gail Wallace, Mayor
 Dave Berry
 David Foulke
 John Halliwell
 Harold Hannon
 Nicki Hopper
 Charles Pardee

HAINES PLANNING COMMISSION

Tom Haisler, Chairman
 Patricia Blank*
 Steve Homer
 Harold Horton
 Florence Lammers*
 Bob Laurie
 David Nanney
 Terry Pardee

*retired

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Elizabeth Hakkinen	Ray Menaker	Vera Smith
Carl Heinmiller	David Nanney	Annette Viertel

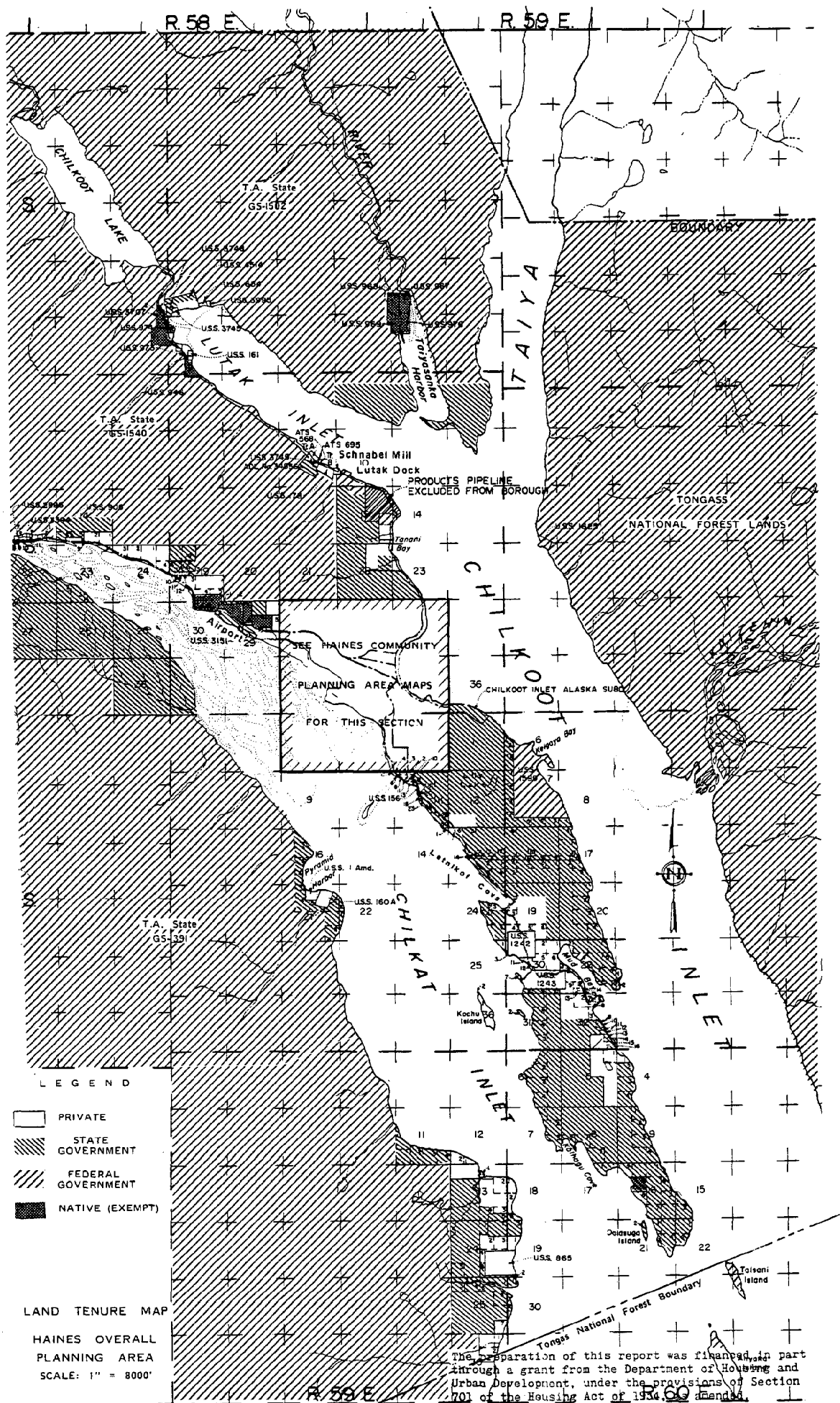
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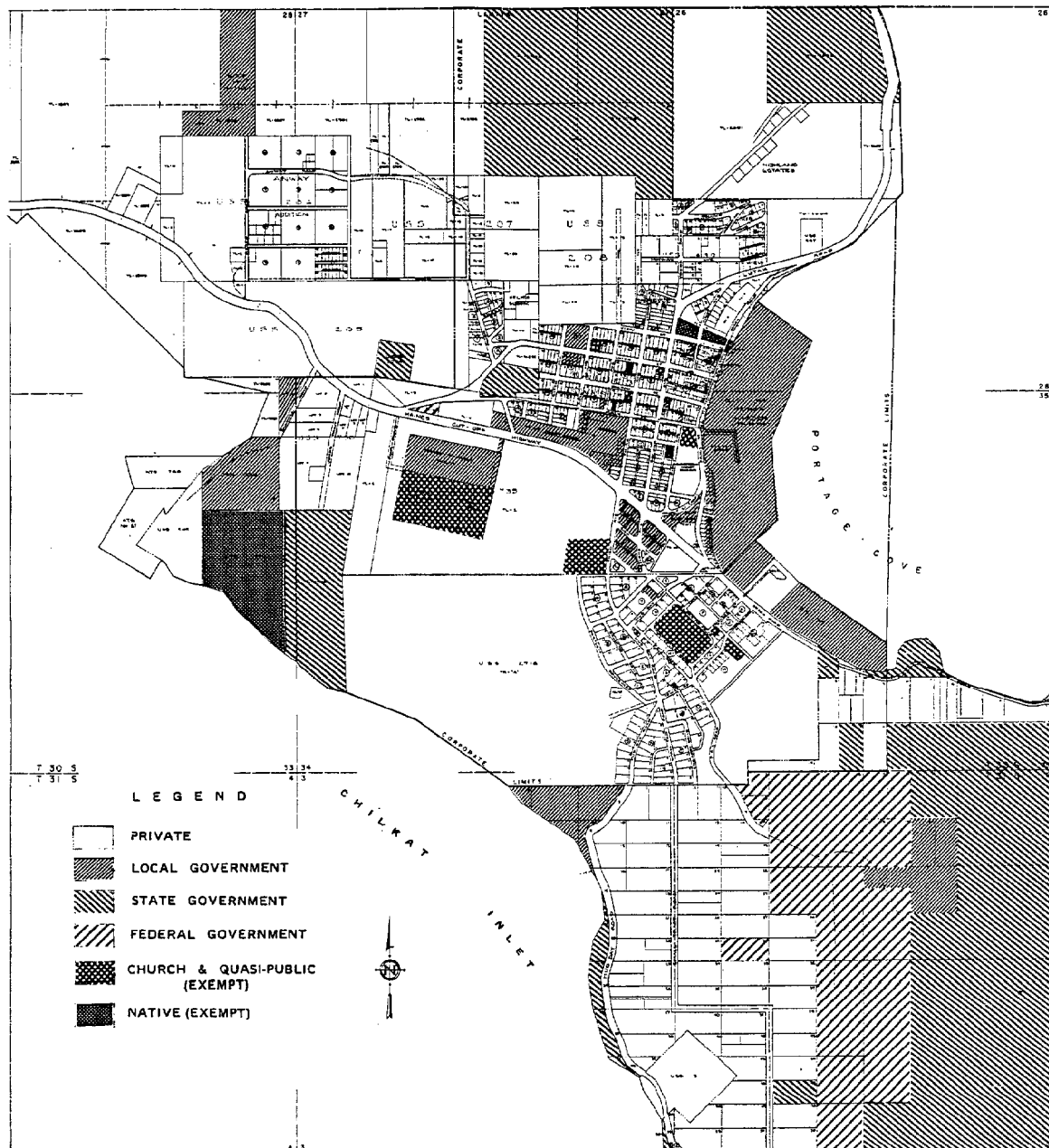
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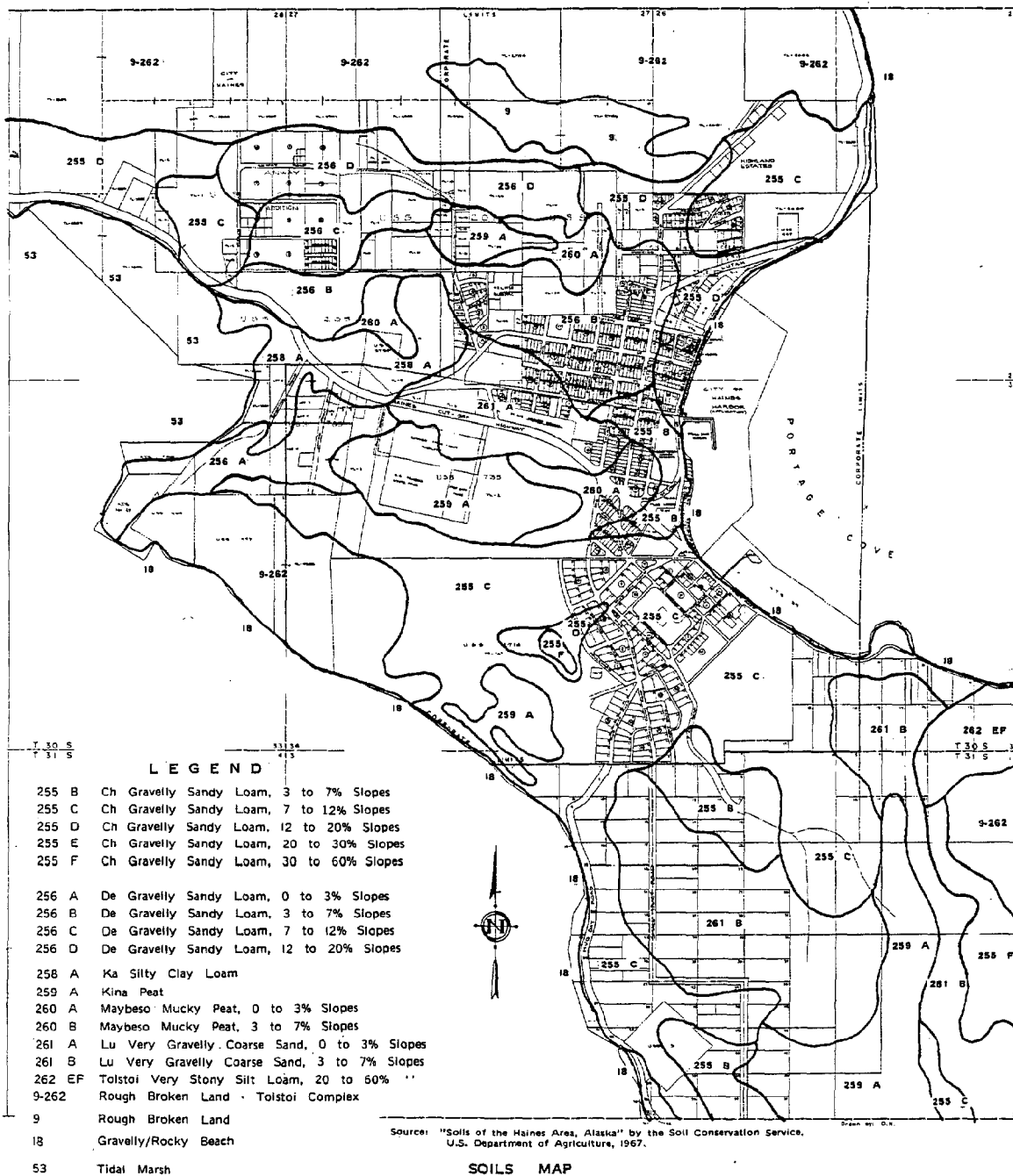
LAND TENURE MAP
HAINES COMMUNITY PLANNING AREA

SCALE: 1" = 1500'

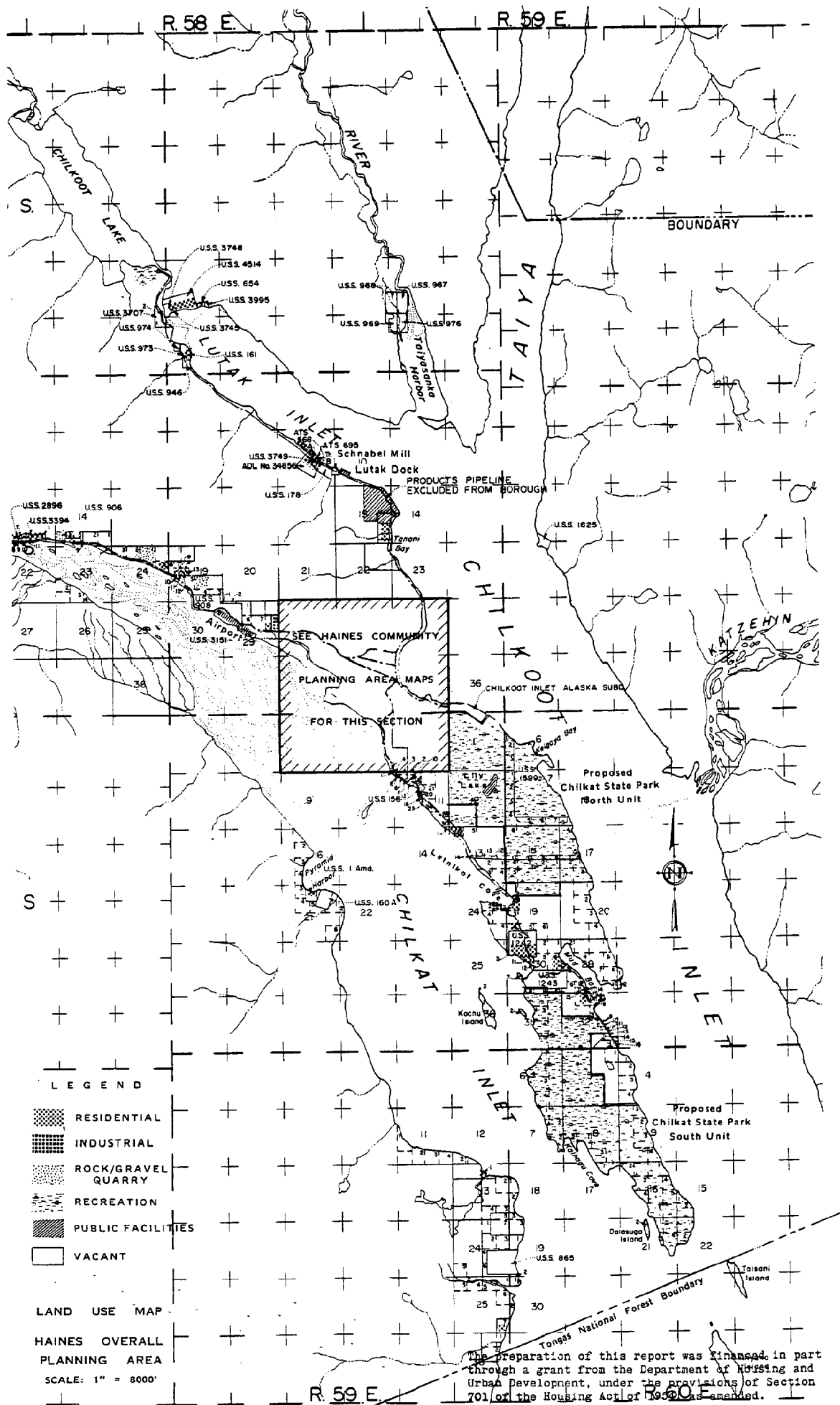
SEC'S 26,27,28,33,34,34 T 30 S

SEC'S 2,3,4 T 31 S, R 59 E, C.R.M.

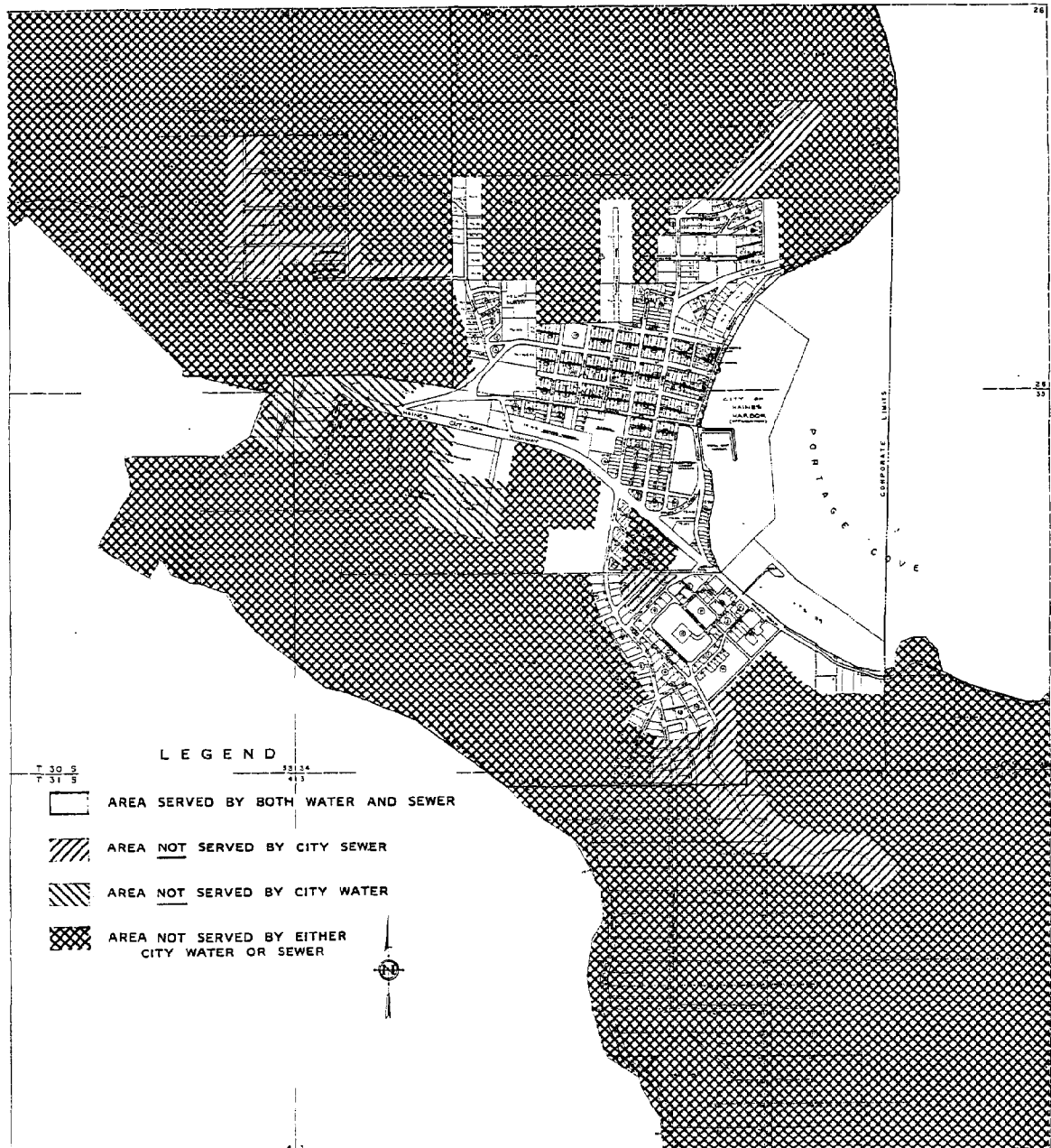
The preparation of this report was financed in part through a grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.



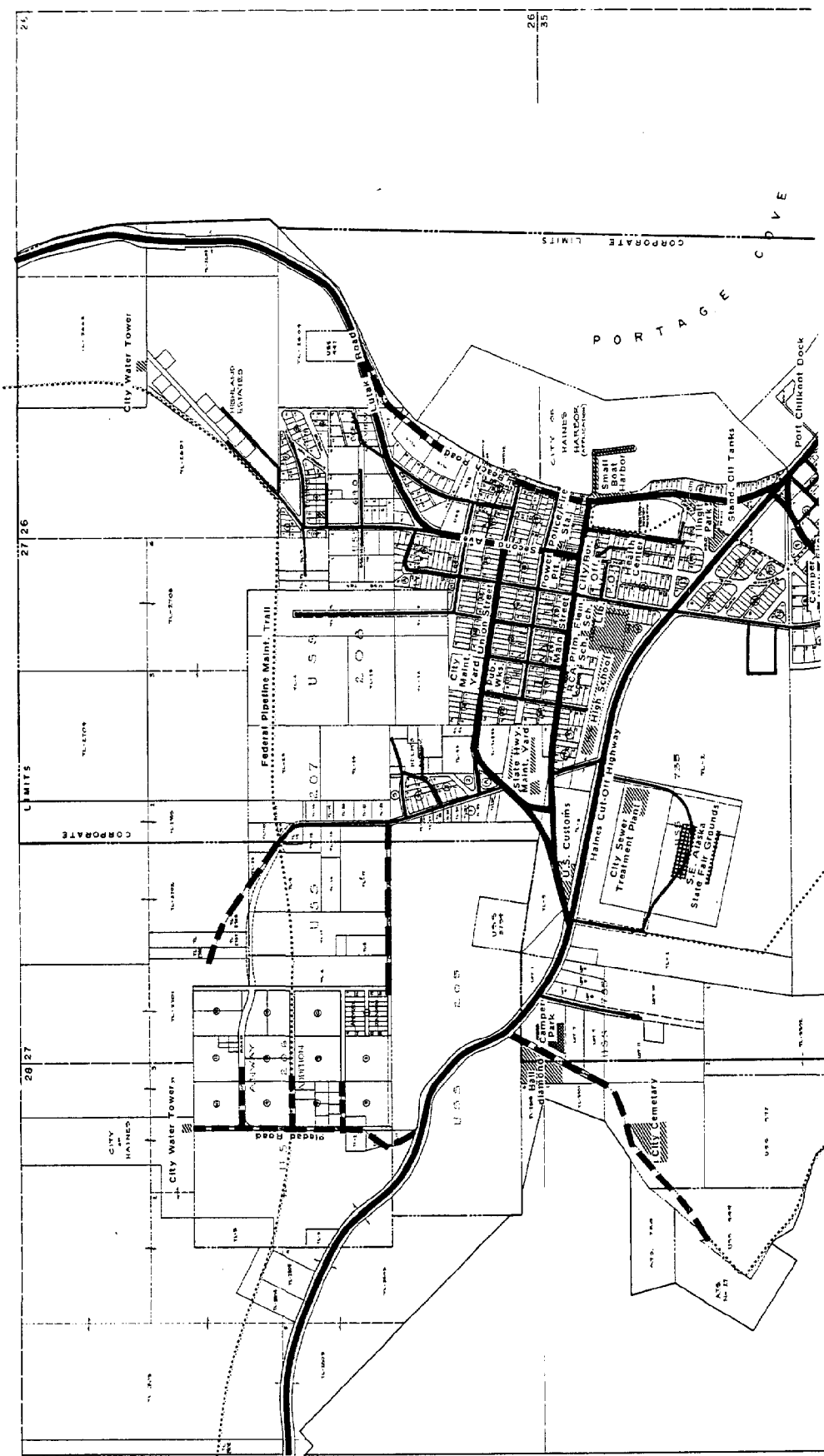
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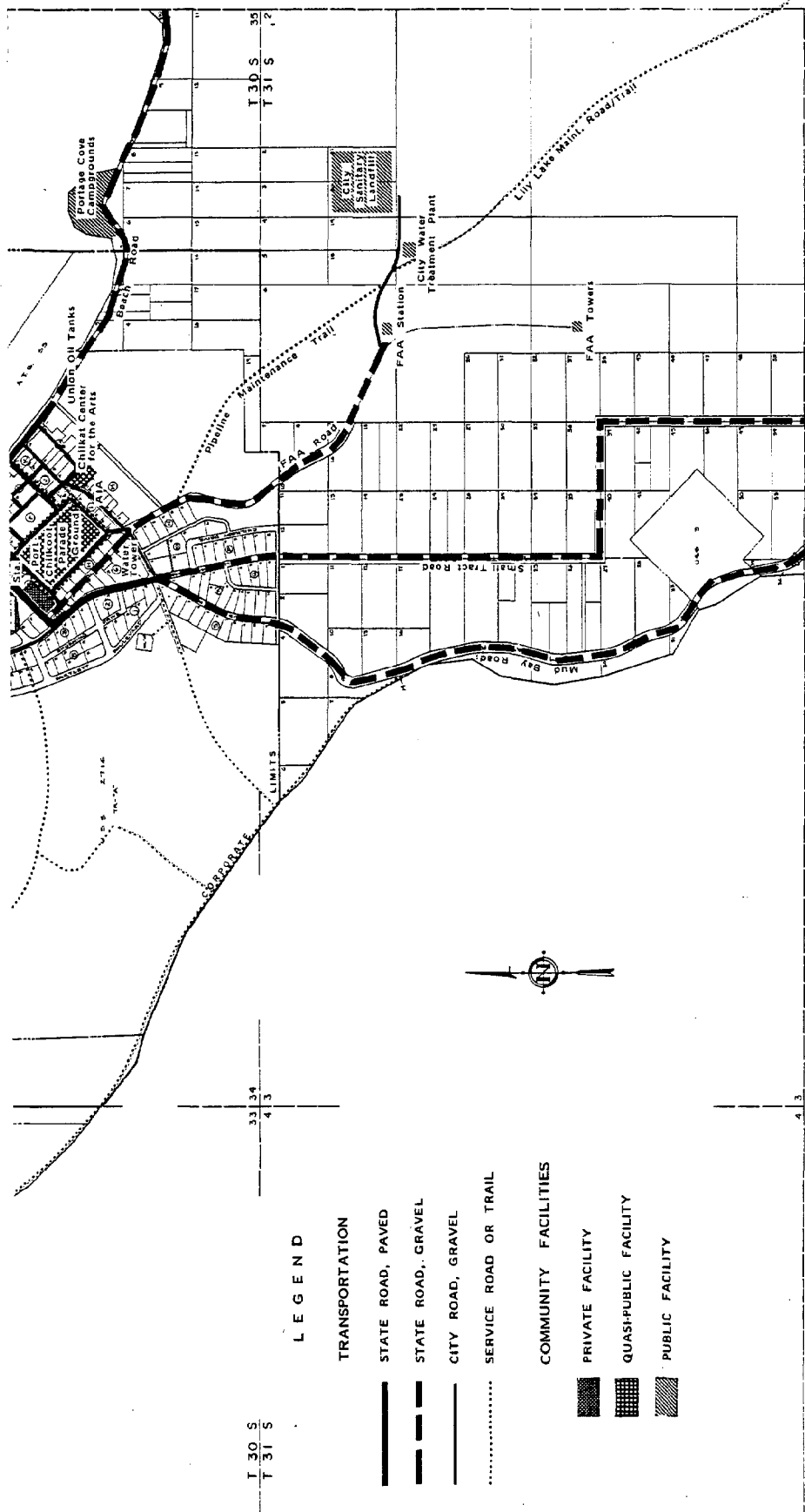


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TRANSPORTATION & COMMUNITY FACILITIES MAP



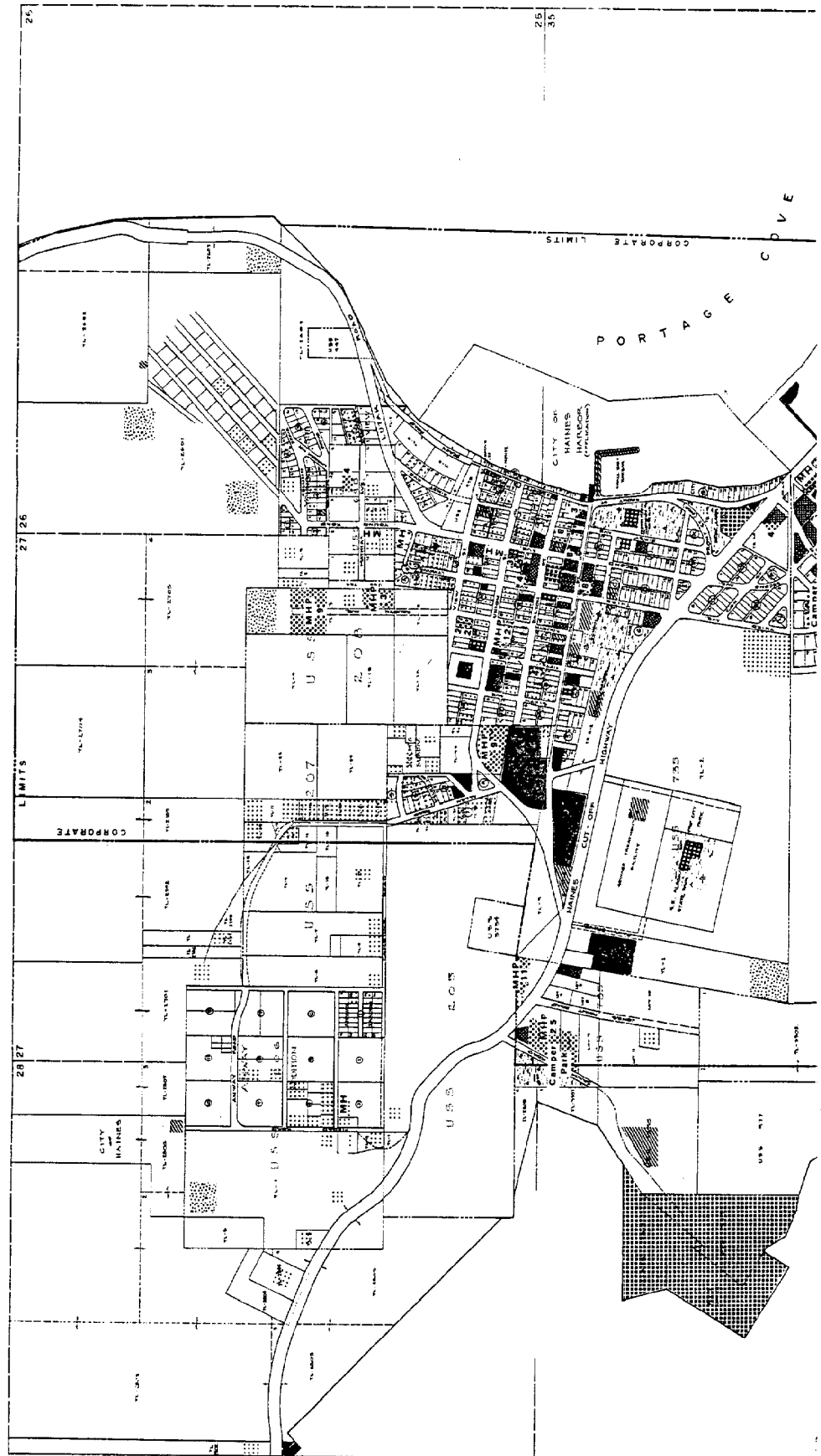


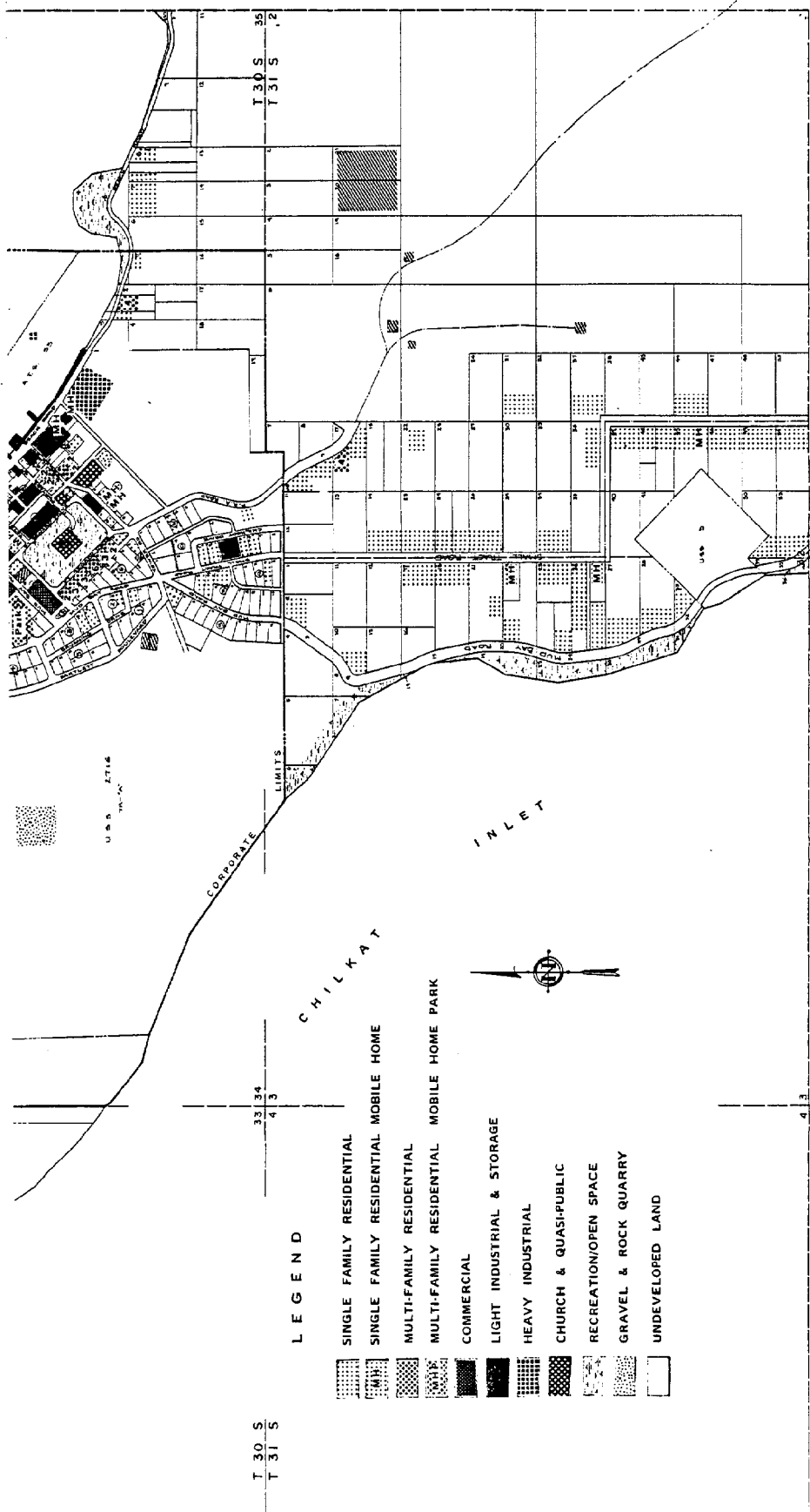
TRANSPORTATION AND COMMUNITY FACILITIES MAP

HAINES COMMUNITY PLANNING AREA

SCALE: 1" = 1000'

LAND USE MAP





The preparation of this report was financed in part through a grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

LAND USE MAP HAINES COMMUNITY PLANNING AREA

SCALE: 1" = 1000'

SEC'S 26,27,28,33,34,35 T 30 S

SEC'S 23,4 T 31 S, R 33 W, C.R.M.

